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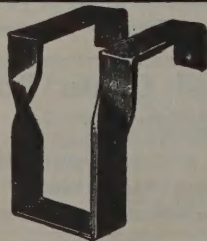
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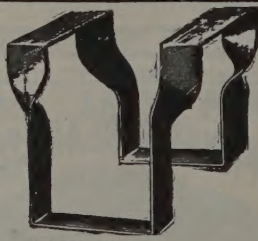
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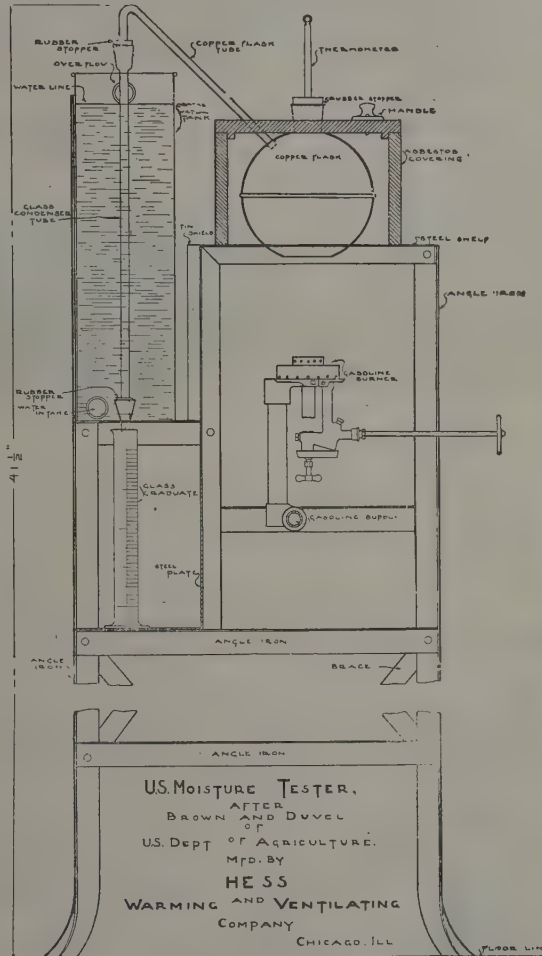
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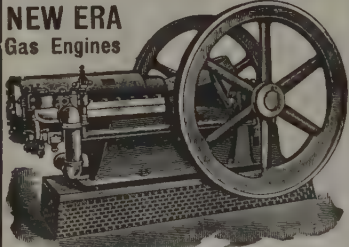
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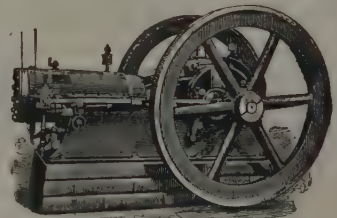
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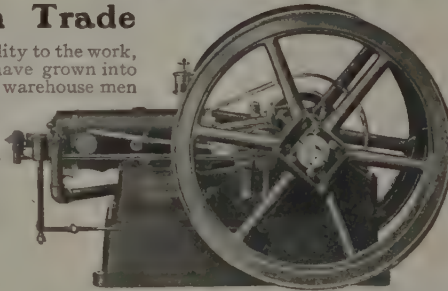
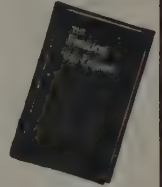
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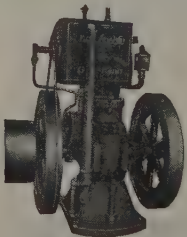
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Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000.

It is printed in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

These tables are bound in tough paper and form a thin book, 2¼-in. wide by 8¼-in. long. Price 50 Cents. Address

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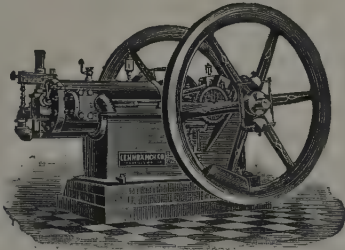
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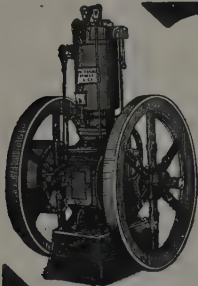
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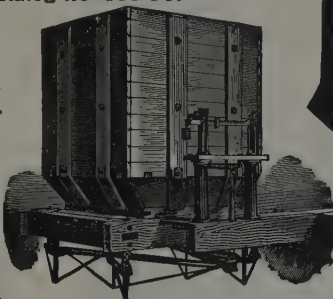
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GAS ENGINE TROUBLES AND REMEDIES, by Albert Stritmatter, Price, \$1.00.
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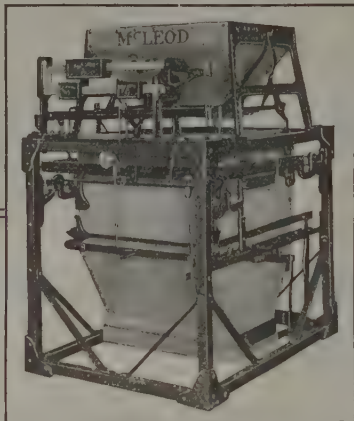
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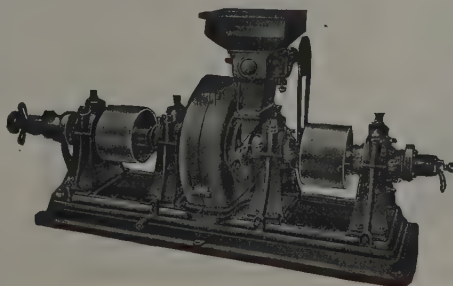
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—ON CARDS—

Clark's Tables for wagon loads reduce any
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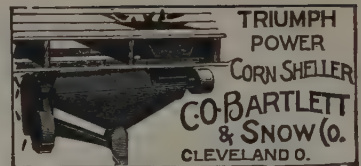
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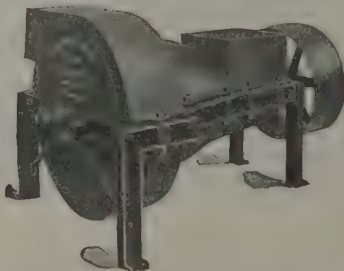
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GRAIN DEALERS JOURNAL
255 LA SALLE STREET :: CHICAGO, ILL.

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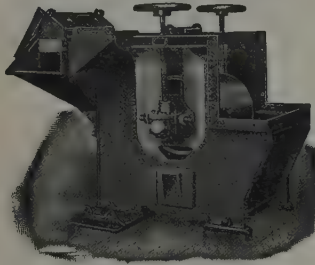
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A device that fills your cups heaping full—that makes a choke in the Boot impossible—that requires no attendant at the lever of the feed gate—that makes grain elevating what it ought to be—safe, pleasant and profitable.

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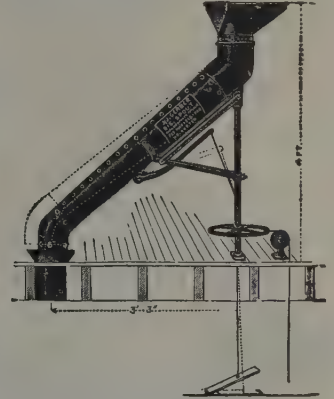
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Prevents mixing of grain. It's like trading dollars when you buy this spout for you get full value for every cent spent. I make a specialty of Elevator and mill spouting. Write for particulars.

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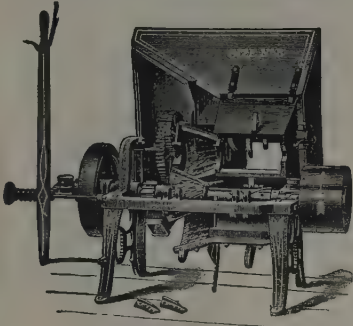
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(SOLD WITH OR WITHOUT ELEVATOR.) & Crush ear corn (with or without shucks) and Grind all kinds of small grain; separately or mixed. Will grind **Kaffir** Corn in the Head. Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.

Different From All Others



Lightest Running
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SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

They are Built for Business.

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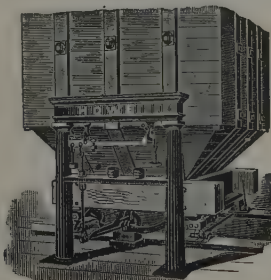
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We make Hopper Scales to fit any place in any Elevator. Write for prices and information to the nearest house.

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Write
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Want Ads do your work.
They bring quick returns.

The Only
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That will
Not
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The Grain.



**Combined Grain Cleaner and
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The only machine that will
clean and load at the
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any money, now that we have used it a while.

Very truly yours,

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GRAIN DEALERS JOURNAL

255 La Salle Street
CHICAGO - ILLINOIS

THERE IS a time for Grain Dealers to express their gratitude for the privileges they have enjoyed of conducting their
business in a country where brains breed success; where they are unhampered by precedent, and free to compete for
trade as their judgment dictates. According to a Proclamation recently issued by the President the time is at hand.

THANKSGIVING

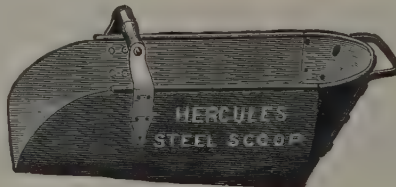
that is prompted by general satisfaction over business conditions notwithstanding threats of panics, with bright prospects
for a continuation of business welfare is what we hope for our friends and patrons.

We Proclaim that we wish for all a Thanksgiving day of benevolent satisfaction.

There is a time for the installation of machinery to care for the bountiful harvests of the industrious farmers, and
those who give their elevators the attention they need before the crops begin to move will be most thankful.



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Friction Clutch that will give you satisfaction under any ordinary conditions to which you might subject it, without ques-
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A Hercules Grain Scoop will suit the farmer or the elevator operator who has to use a scoop in case of accident to
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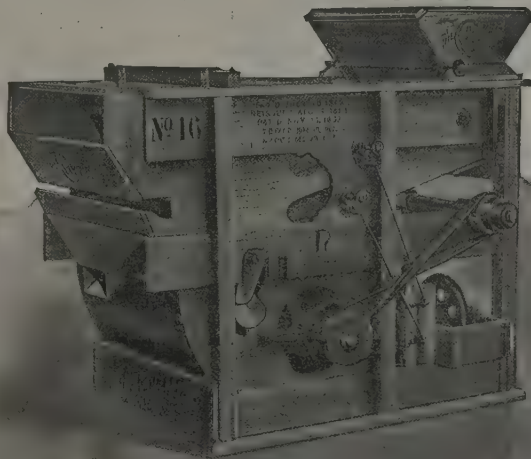
A Standard Cast Iron Elevator Boot in any size you want. This boot is made of cast iron, furnished with tightner
screws, pulley shaft and oil tubes.

A Catalog containing about 450 pages will tell you more about machinery you are interested in.

WELLER MFG. CO., CHICAGO, ILL.

IF YOU HANDLE CLOVER SEED

that contains buckhorn, plantain, pepper grass and other foul weed seeds, we have a machine which it will pay you to investigate. We are making a Cleaner, in many respects like our popular No. 16, that is giving splendid results in handling extremely dirty lots of seed and also tailings from larger machines. This machine requires very little space or power; and no dust spout connections, being equipped with a dust sack for taking care of the dust from fan. It is so arranged that the cleaned seed passes in full view of the operator which enables him to see at any time just what the machine is doing. This Cleaner will pay for itself in a short time reclaiming bad lots of seed and screenings. It will handle any kind of field seeds and give the best kind of results. We are not pretending to do miracles. We cannot take *all* of the buckhorn out of clover; just the same, we think the work the machine *will* do would surprise you. If you are interested in the work described we shall gladly give you full particulars and prices.



A. T. FERRELL & CO.

Saginaw, Michigan



Corn Shellers and Cleaners

We make a complete line of Corn Shellers and Cleaners.

The Victor Sheller has been for years recognized as the standard Sheller of the country.

It is now made adjustable and can be adjusted for different kinds of work. This feature together with its well known qualities of strength, durability and efficiency, makes it a very profitable machine to operate.

The Cornwall Corn Cleaner was the first of the shaker cleaners and has always kept the lead over this class of cleaners. Its patent finger sieve enables it to clean the corn better and do the work faster with less power than any other cleaner.

We also make the little Victor Sheller and Cleaner and the Rolling Screen Cleaner.

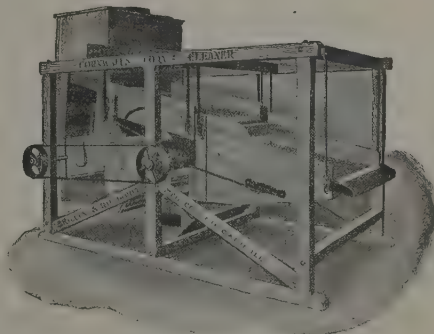
Our line of Feed Mills and Separators is unsurpassed.

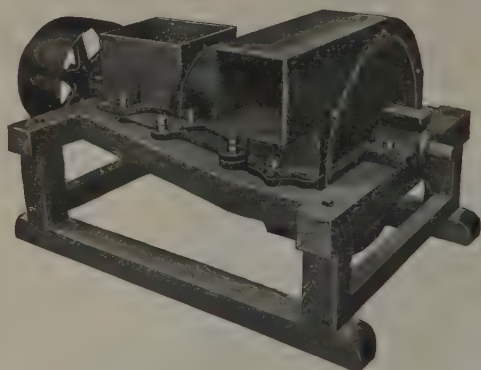
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Barnard & Leas Mfg. Co.

Builders of Elevator
Machinery and Supplies

MOLINE, ILL.





The Philip Smith Mfg. Co.

SIDNEY, OHIO.

Manufacturers of a Complete Line of

Machinery
Cleaners, Heads,
Boots, Conveyors,
Pulleys & Sprockets

The New Ohio Corn Sheller

Right and Left Hand Over Discharge.
Right and Left Hand Under
Discharge. Screw Feed
Knockers.

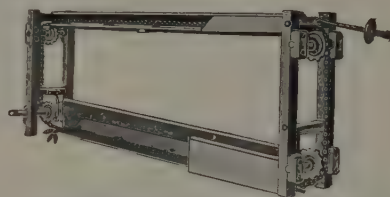
HEAVIEST BUILT SHELLEER ON THE MARKET

Sizes: 300 to 1,000 bushels per hour.

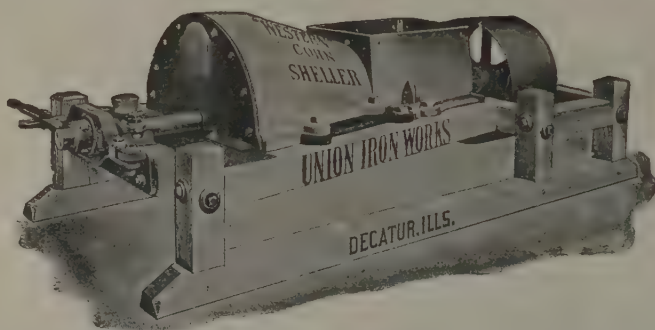
CHAIN DRAG FEEDER

All ready to install, with cast
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ANY
Length,
Most
Complete.



Motion reversed by gears when ordered.



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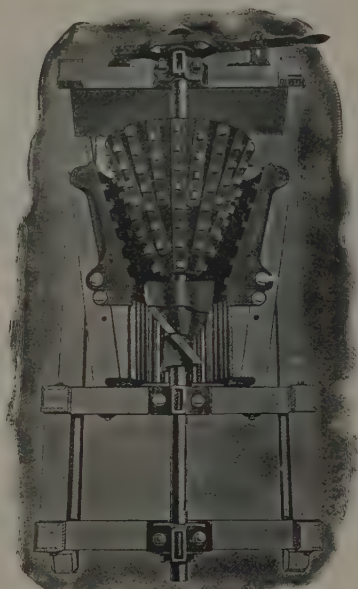
Style A Improved with Screw Feed

**Always Improving
Positive Feed**

**Ever Advancing
Increased Capacity**

The "Western"—always in the lead.

Write for prices and discounts.



Interior View of Style A Sheller Showing
Screw Feed.

UNION IRON WORKS

::

Decatur, Illinois

Sole Manufacturers of "Western" Shellers and Cleaners

Complete Stock Carried in Kansas City, Mo.

1221-1223 UNION AVENUE

Dismantling a Million Bushel Elevator

Wisconsin Elevator (McReynold's) 15th Place and Wood Street

All of the machinery and equipment is for sale at a

TREMENDOUS DISCOUNT

This is an opportunity to buy good elevator machinery at figures that are shamefully low. It must be sold at once for we are tearing down the elevator and want the machinery out of the way.

What do you think of opportunities like these?

Machinery For Sale

Automatic Hot Journal Alarm System in good condition. Prevents fires by signaling at a central point when a journal becomes hot. A new one will cost \$300.00. My price \$140.00.

Roth Bros. 10 H. P. Dynamo. Regular price \$190.00. My price \$100.00.

Rice Automatic Engine, made by the J. T. Noye Mfg. Co.; 110 H. P. This engine is in good condition, as investigation will reveal. Sells for \$1,200.00. My price \$500.00.

2 John Mohr & Sons Boilers, 54 in. diameter, 18 ft. long; in safe condition. Fronts, grates, etc. Cost \$500.00 each. Will sell for \$250.00 each.

1 water heater to be used with boilers, and a Henry R. Worthington automatic pump 10 x 10½ x 10.

2 other Henry R. Worthington automatic pumps, 10 x 6 x 10 and 10 x 10½ x 10. \$65.00 each.

2,400 ft. of 30-in. rubber conveyor belting for conveying grain. Some of this belting is nearly new, and we will sell it at a big discount.

Several thousand feet of 9, 10, 12 and 15-inch rubber and a small amount of leather belting that is in good condition.

1,200 feet of elevator belting, with 7 x 20-in. steel elevator buckets attached. This represents an enormous amount of money and may be purchased right. Get my price on the whole of it.

25 car shovels that can be bought at a bargain.

3 bifurcated loading spouts. Regular price \$22.00. My price \$10.00.

600 feet of double trackage, with 4 Webster belt conveyor trippers. Cost at least \$85.00 each. We will sell them for \$40.00 each.

There is over 2,000,000 feet of white pine lumber in this building that is well seasoned and better than new. For building cribbed bins and construction work of any sort you will save money, BIG money by getting my prices.

Elevator legs, heads and boots at your own figures.

Concentrating rollers and equipment for 2,400 feet of 30-inch conveyor belting.

Several dozen steel elevator buckets, different sizes.

Counter shafting, pulleys of various sizes, gearing and a number of friction clutches in good order, made by the Webster Mfg. Co.

4 Cyclone dust collectors.

2 fly wheels 9 ft. in diameter. Many smaller in various dimensions.

Sheaves properly grooved for transmission of power by cable.

Cleaning and Separating Machinery

2 Barnard & Leas adjustable Horizontal warehouse smutters. These machines are in good order and originally cost at least \$185.00 each. I will sell them for \$90.00.

2 Barnard & Leas No. 3 dustless elevator separators. Capacity about 500 bushels per hour. These machines are in good order and have screens to fit for cleaning various kinds of grain.

2 Invincible oat clippers; capacity between 500 and 600 bushels per hour. Cost when new \$275.00. My price \$150.00.

2 Eureka dustless elevator separators, No. 1982. Such machines as these would cost you new \$180.00. Will take \$90.00.

8 Howe hopper scales that are in just as good condition for all weighing purposes as when new. You pay \$260.00 for them. I ask \$160.00 each.

Practically all of this machinery is in good condition. The screens for the cleaning machinery are intact and there are several sets. Get these standard makes for a little money.

Besides the machinery enumerated here there is much that cannot be mentioned. This elevator was modernly equipped and everything that was needed to handle the grain with dispatch was in it. If you need something I haven't mentioned let me know what it is for I probably have it in this elevator and it's yours mighty cheap.

All prices f. o. b. Chicago.

All the above property must be sold in the next four weeks.

S. KRUG, 167 Dearborn Street, Room 203, CHICAGO, ILL.

ELEVATORS FOR SALE.

ILLINOIS AND INDIANA elevators for sale at from \$2,500 to \$15,000. Address James M. Maguire, Campus, Ill.

A good feed and coal business for sale in a good live town. Address Semik, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR TRADE—A good elevator and Feed and Coal Business. Write for particulars. T. W. Williams & Sons, Upland, Ind.

FOR SALE—A 60,000 bu. modern up-to-date elevator in town of 800. One good competitor. Station handles 500,000 annually. Address J. M. Maguire, Campus, Ill.

FOR SALE—One good modern cribbed elevator, capacity 25,000 bus. Located in a good town, good business. Address, Lock Box 713, Sioux Falls, S. D.

NEARLY NEW elevator in Ia., handling oats, corn and hay, with good side business for sale. Address Win, Box 3, Grain Dealers Journal, Chicago, Ill.

50,000 bu. capacity elevator for sale, on the best railroad in Ohio. Large territory and will sell worth the money. Address M. H., Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two modern elevators with Fairbanks Engines and well equipped. Capacity 20,000 each. Located in southern Minn. Address L. Box 48, Sioux Falls, S. Dak.

25,000 BU. CAPACITY ELEVATOR for sale in the best grain territory in southern Indiana. One-half its real value. Address W, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—30,000 bu. steam power elevator on Vandalia R. R. Doing a good business that will bear investigation. Plenty of side lines. Reason—other business. L. E. Daniels, Kewanee, Ind.

FOR SALE—A 10,000 bu. Elevator handling 200,000 annually. Mill and good feed business. Nice town of 300. No competition. A money maker. Good reasons for selling. Address J. M. Maguire, Campus, Ill.

FOR SALE: Elevator on L. E. W. Ry., Coldwater, O., Mercer Co. Good business in center of best grain country. Best of reasons for selling. A bargain for some one. Address Fox & Hess, Coldwater, Ohio.

ELEVATORS FOR SALE: Minnesota \$2,000, North Dakota \$2,000, South Dakota \$5,200, Iowa \$3,000, Minnesota \$1,500. These houses are doing a good business and are worth investigating. O. M. Myers, 210 Flour Exchange Bldg., Minneapolis, Minn.

ELEVATOR**FOR SALE****AT PIERSON STATION****ON C. H. & D. R. R.**

Capacity 45,000 bushels. Best plant and best location between Decatur and Indianapolis. Everything new and modern. For full particulars address,

C. W. MOSSER,

PIERSON STATION,

ILL.

ELEVATORS FOR SALE.

ELEVATOR on Wabash Ry. in St. Joseph Co., Ind., for sale. Capacity 10,000 bus.; no competition; good business and in center of good grain country. Bargain if taken soon. W. B. Calvert, South Bend, Ind.

FOR SALE OR EXCHANGE for a small farm, by elevator located in north-eastern Ind. Doing a good business. Write for full particulars. Address Bargain, Box 5, care of Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE—We have a large list of extra good bargains in elevators in first-class locations, doing good business. Write for prices, terms and descriptions, giving location your prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

PRACTICALLY NEW 40,000 bu. elevator for sale. Fairbanks Scales, gasoline engine, fine office, coal house and cribs. Located in the very best corn belt in Illinois on C. & A. R. R. Will sell all or half interest. Address G. F. Smith, San Jose, Ill.

FOR SALE—Practically new 20,000 bushel modern cribbed elevator and coal business. Everything up to date in every respect. Good corn crop this year. Located on Chicago & Erie in one of the best little towns in the state. A bargain. Address H. C. W., Box 10, Grain Dealers Journal, Chicago, Ill.

CONTROLLING INTEREST in an up-to-date elevator for sale. Have roll for grinding feed and chop. Also corn cribs, coal house, and warehouse for storing hay. This plant is a money maker. Good reason for selling. Will also sell my modern 6 room residence. Address, Eldi, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE CHEAP. The elevator and mill property of The Niagara Mill and Elevator Company in Buffalo, N. Y. will be sold by the Trustee in Bankruptcy on December 18th, 1907, at ten o'clock in the forenoon. This property has excellent railroad facilities. It will be sold at a bargain. George W. Bartlett, Trustee in Bankruptcy, Buffalo, N. Y.

FOR SALE.—Practically new 20,000-bu. elevator, with Fairbank's scales, gasoline engine, office building and corn crib, located in Swedish settlement on C. R. I. & P. Ry., in central Ill. This elevator is doing a good business and will make money for whoever buys it. Only elevator at station. Best of reasons for selling. \$4,000 will take it if sold quick. For full particulars address Sep., Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—Located on C., B. & Q.; fine grain country; handled 30,000 bu. wheat this year, besides oats, rye and corn; fine prospect for corn this year. 15,000 bu. capacity, 13 H. P. gasoline engine, 7x12 cups, Western cleaner, Automatic weigher, dump scales; outside wagon scales gravity load. Built 1904-5. No competition. Good coal and feed business goes with this. Want to quit grain business on account of health. Address "Stan" Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE or trade for a good farm one of the best elevators in eastern Kansas. This elevator is extra well located and is a money maker and a good property for any one to own. Can show up the business to prove it. If you mean business write to J. J., Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANTED—To buy elevator that will handle 200,000 or more per annum. Address Lock Box 15, Wellsburg, Ia.

OHIO OR INDIANA elevator wanted, doing good business. Address Nam, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED in North and South Dakota. What have you to offer? O. M. Myers, 210 Flour Exchange Bldg., Minneapolis, Minn.

ELEVATOR wanted in Kans. or Neb. in exchange for 166 acre Okla. farm and stock in mill. Address JEM, Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED to exchange A 1 rental property in Dayton, O. for elevator. Give full particulars in answer. Address Het, Box 10, Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR wanted in exchange for an unimproved quarter section of Red River Valley land. Address Lek, Box 9, Grain Dealers Journal, Chicago, Ill.

TO EXCHANGE for elevator or mill property; 640 acres Wilkin county, Minn. Level, black, prairie land; encumbrance \$10,000 five years at 5% interest. P. O. Box 148, Independence, Iowa.

WANTED—TO RENT ELEVATOR for one year with privilege of buying. Give full particulars as to capacity and grain handled per year and condition of house. 7 years experience; good ref. Address KES, Box 353, Greenville, Ohio.

Satisfaction

AND AN

"Elevator for Sale" Ad

always go hand in hand. The buyer is satisfied and the seller is satisfied. The deal is made and no commission is paid.

Chetopa, Kan., Nov. 15, 1907.
GRAIN DEALERS JOURNAL,
Chicago, Ill.

Gentlemen: I have sold my elevator to C. N. Bunds of Manhattan, who will take possession in a few days. He first saw my ad in your Journal, and allow me to say to your readers, if they want a buyer, advertise therein. Yours truly,

F. P. MILLER.

MILLS FOR SALE.

KANSAS FEED MILL FOR SALE at a bargain. Located in city of 3,000 inhabitants. No competition. Selling on account of failing health. Address J. H. Westfall, Kingman, Kans.

250 BBL. MILL IN SOUTH DAKOTA for sale or exchange. Good location. Will sell cheap or exchange for property either real estate or stock of goods. First National Bank of Milbank, Milbank, S. D.

FOR SALE—100 bbl. mill and 15000 bu. elevator in live central Indiana town. Good coal business in connection. Mill doing thriving business at present. Good reason for selling. Address Lamb, Box 7, Grain Dealers Journal, Chicago, Ill.

150 BBL. ROLLER MILL FOR SALE. Up-to-date, Alsop Bleacher, Plansifter system, 150 H. P. boiler and engine, coal or oil. Shelling plant in connection. Located in best wheat section of Texas. Will sell cheap, half cash, balance on time. Owners have other business. Address M, Box 10, Grain Dealers Journal, Chicago, Ill.

Grain Register No. 12 AA.

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8 1/4 x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contains spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

For Sale by

GRAIN DEALERS COMPANY,
255 La Salle St., CHICAGO, ILL.

SALES SHIPMENTS and RETURNS BOOK

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 1/4 x 16 1/4 inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under Returns are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14AA contains 76 double pages, with room for records of over 2,500 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

Price, \$2.00

GRAIN DEALERS JOURNAL
255 La Salle Street, Chicago.

SITUATIONS WANTED.

POSITION WANTED as traveling solicitor or manager of cleaning house. 25 years in grain trade in Ia. E. R. W., Manson, Ia.

WANT POSITION as millwright on elevator or mill work. 15 years experience; thoroughly competent; can furnish references. Want permanent position. L. H. Hodgman, Dwight, Ill.

IF YOUR ELEVATOR is run down and not doing any good, we have a man who can make it win, if any man can. Will take charge as mgr. Address B. A., Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by man with experience and ability as manager of country elevator in town with good school. Can furnish best references. Address Tun, Box 10, Grain Dealers Journal, Chicago, Ill.

MAN 35 years of age with 20 years' active experience in the grain trade both in Chicago and country, wants position as auditor with grain company in the northwest. Am single and will go any place to work. Address Mc., Box 6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by young man of practical experience in all branches of the cash grain business, soliciting in Ohio, Indiana or Michigan for grain commission house. Formerly with Toledo house. Can get business for you. A 1 references. Address Toledo, Box 10, Grain Dealers Journal, Chicago, Ill.

MAN of excellent education and literary ability, having practical experience in all branches of the cash grain business, wants to become identified with some grain trade journal to take charge of one or more departments. Member Chamber of Commerce. Address Lim, Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by experienced man, with grain co. as manager of elevator, or with large milling co. as supt. of eltr. and warehouse. Competent of taking full charge, familiar with office duties, understand grading of grain and machinery. German and American spoken. First-class references. Address P., Box 2, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

EXPERIENCED YOUNG MAN, formerly in grain shipping business for himself (quit account hot corn losses) wants position as buyer or salesman (office or road) with large grain house operating elevators. Specialty—corn and oats. Familiar with northern and eastern business. Personally acquainted with Michigan trade. Address J. H., Box 10, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED: A GOOD LIVE MAN to handle lumber, grain, hogs and farm machinery. Good place for the right man. Address Ed, Box 10, Grain Dealers Journal, Chicago, Ill.

GOOD, COMPETENT married man wanted. Steady employment; capable of running both office and warehouse during dull season. Only sober men need apply to McCray, Morrison & Co., Kentland, Ind.

PARTNERS WANTED.

PARTNER WANTED to join in starting elevator at good point in Indiana; or wish loan of \$5,000 on property worth \$8,000 with reasonable interest. Address W., Box 9, Grain Dealers Journal, Chicago, Ill.

COAL SALES BOOK

FORM 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping, and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the Journal from which the posting is done.

It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds. Price Per Ton, Amount.

This book is 8 1/4 x 14 inches and contains 160 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

FOR SALE BY

Grain Dealers Company,
255 La Salle St. CHICAGO, ILL.

THE EXPERIENCE OF OTHERS

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of firm.....

Capacity of Elevator.....

Post Office.....

bus.

State.....

ENGINES FOR SALE.

FOR SALE: 20 H. P. gas engine. American Hdwe. Mfg. Co., Ottawa, Ill.

GASOLINE engines for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

30 H.P. FOOS GASOLINE ENGINE for sale. Good as new, will sell for half price. E. J. Steeby, Caledonia, Mich.

ENGINE 16 Horse Gas \$275; 12 H. P. \$250; Boilers, Engines, Heaters, Pumps, all sizes. D. Casey, Springfield, Ohio.

25 H. P. GASOLINE ENGINE FOR SALE. In fine condition. Address K. C. Show Case Works Co., 3d and Holmes, Kansas City, Mo.

FOR SALE—20 H.P. Columbus Gasoline engine good as new, used 3 months, will sell cheap. Address W. C. Hile, Versailles, O.

FOR SALE: 25 H.P. COLUMBUS GAS engine. Will sell cheap. Address Michigan Wire Bound Box Co., Battle Creek, Mich.

7½ H.P. CHARTER GAS ENGINE for sale. Price \$150; electric or tube ignition, first class order. W. W. Wilcox & Co., 203 E. Lake St., Chicago.

GAS ENGINES FOR SALE.

22 H.P. Fairbanks-Morse.

16 H.P. Fairbanks-Morse.

12 H.P. Fairbanks-Morse.

8 H.P. Fairbanks-Morse.

20 H.P. Otto.

8 H.P. Otto.

10 H.P. Ohio.

25 H.P. Columbus.

10 H.P. Webster.

Also fifty engines of smaller sizes and all makes. A. H. McDonald, 36 W. Randolph St., Chicago.

MISCELLANEOUS FOR SALE.**GRAIN TESTERS.**

Two quart testers, one quart tester, one pint tester, the best are cheapest, we have the best. Write us for prices. A. S. Garman & Sons, Akron, O.

A. T. Ferrell, No. 6, Grain & Seed Clipper;

No. 1 Western Corn Cleaner;

No. 1 Western Corn Sheller;

No. 5 Invincible Oat Clipper;

Hopper Scales;

Large Fan; 12 & 16" conveyor belting;

Dump Irons and miscellaneous elevator fixtures.

W. P. Holaday, Trustee in Bankruptcy, Danville, Illinois.

GRAIN RECEIVING LEDGER FORM 43

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 42 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

The pages are 8½x13½ inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth, half Russia.

Price \$2.95

Grain Dealers Company
255 La Salle St. CHICAGO, ILL.

MACHINES FOR SALE.

FOR SALE—I Eureka Cleaner in good condition will be sold at a bargain. The Ellinwood Grain & Supply Co., Ellinwood, Kansas.

ONE NO. 7 MONITOR OAT CLIPPER for sale. Also feed crushers and grinders, steam, gas and gasoline engines, boilers and elevator supplies of all kinds. A Van Camp, Decatur, Ind.

FOR SALE: One No. 16 Power Clipper Seed Cleaner with traveling brush and air controller. New 1906 machine, has 14 screens with it. Good as new. Cheap. A. S. Garman & Co., Akron, O.

TWO SECOND HAND SCOURERS AT A BARGAIN. One "Monitor" adjustable polishing and scouring machine, No. 2. One "Cranston" scourer, No. 2. Both in first class condition, had to replace with larger machines. Address: The Oklahoma Mill Co., Kingfisher, Okla.

MISCELLANEOUS.

WANTED the present address of Mr. Graffert, formerly in the real estate business at Sidney, O. Have a communication for him. Address Sidney, Box 10, Grain Dealers Journal, Chicago, Ill.

A BIG BARGAIN. 1 Williams typewriter, latest model in A1 condition, 1 typewriter table and 1 metal typewriter chair. Cost \$110.00. Our price for a quick turn \$50.00. Address Bargain, Room 504, Traders Bldg., Chicago.

EXPERIENCED grain buyers, elevator operators, foremen and superintendents when out of work will promote their interests by sending us facts as to experience they have had and where, also what kind of position they want. We will file their letters for the inspection of employers in need of help. No charge to anyone. Grain Dealers Journal, Chicago.

ENGINES AND BOILERS.

FOR SALE: One 12 H. P. Frost Steam Engine with boiler complete. In good condition. For full information address J. H. Holtorf, Malmo, Neb.

MOTORS FOR SALE.

NEW and second hand direct and alternating current motors for sale. Franklin Electric Co., 224 S. Clinton, Chicago.

GRAIN CONTRACT BOOK

This book is designed especially for country grain men to use in taking written contracts from farmers. The contracts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The stub is signed by farmer certifying that he has sold bushels of at per bushel to be delivered on or before It also certifies that he has received dollars on the contract. The other part is signed by elevator man and given to farmer. It certifies that the elevator man has bot so much grain, etc.

Each book contains 50 contracts, printed on linen paper, size 3½x10½ inches.

You can not afford to be without these contracts as they insure delivery of grain bot, prevent losses and worry in making settlements. Book No. 9, Price 50 cents. Address

Grain Dealers Co.
10 Pacific Ave. Chicago, Ill.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds: repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

STANDARD SCALES for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

HAY WANTED.

W. J. ARMSTRONG CO., Commission-Merchants, Hay and Straw exclusively. 238-40 La Salle St., Chicago, Ill.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Carload Dealers, Baltimore, Md.

HAY WANTED: Quotations on Choice No. 1 and No. 2 in large and medium bales. Will advance 95% of the purchase price. Isaie Laplante, Fall River, Mass. Boston Rate.

HAY FOR SALE.

UPLAND PRAIRIE HAY FOR SALE. Several thousand tons. Ready for shipment after Oct. 1. If you want choice hay, write me. C. H. Leggett, Fort Pierre, S. D.

KANSAS UPLAND PRAIRIE HAY FOR sale. We make a specialty of the Prairie Hay Business, and will quote you delivered prices that will interest you. Also shippers of Indiana Packing hay. Write us today. J. G. Hermann & Co., Indianapolis, Ind.

SELL YOUR ELEVATOR

Others receive satisfactory returns when they advertise in the "Elevators for Sale" columns of the GRAIN DEALERS JOURNAL; have no commissions to pay and know they are getting top price for their property; so can you! Try it!

WEIMER GRAIN CO.

GREENVILLE, O., Oct. 25, 1907.
Grain Dealers Journal, Chicago, Ill.:

GENTLEMEN:—Please discontinue "ad" as we have about made a deal. We were greatly surprised to have so many respond to the "ad."

Yours truly,

WEIMER GRAIN CO.

SEEDS FOR SALE.

KANSAS GROWN Alfalfa and other Grass and Field Seeds for sale. Address J. G. Peppard, Kansas City, Mo.

FOR SAMPLES and price in car lots on Fancy White Seed Oats 40 lb. test, write H. S. Buell, Bozeman, Montana.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

NEW CROP ALFALFA SEED, Kansas-grown, acknowledged the best, for sale. Ask for samples and prices. Kansas Seed House, Lawrence, Kans.

SEEDS WANTED.

CLOVER SEED wanted—Medium and Mammoth. Send samples. C. C. Norton's Sons, Greenfield, Ohio.

WANTED—Red, Alsike and Mammoth Clovers, Timothy and Millet seeds. J. G. Peppard, Kansas City, Mo.

WANTED—Clover, timothy, red-top and millet seed. Submit samples and prices. C. R. Baird Co., Chattanooga, Tenn.

WANTED—BUCKWHEAT, MILLET, HUNGARIAN, POP-CORN, MUSTARD. Offer with samples. J. OLIVER JOHNSON, Chicago, Ill.

CLOVERS WANTED—Send samples. We are in the market for Medium, Mammoth, Alsike, Blue Grass, Buckwheat, Millets, etc. Sample envelopes free. The Adams Seed Co., Decorah, Iowa.

WRITE US NOW about new crop FIELD SEEDS. Mail samples TIMOTHY, CLOVER, MILLET, MUSTARD, CHICKEN FEED GRAIN, etc. Sample envelopes for the asking. THE ILLINOIS SEED CO., CHICAGO, ILL.

SEEDS WANTED: Clover, Timothy, Kentucky Blue Grass, Red Top, Buckwheat, Millets, Hungarian, Kaffir Corn, Sweet Corn, Milo Maize, Jerusalem Corn, Sugar Cane, etc. Mail samples. Quote F. O. B. here, H. W. Buckbee, Rockford, Ill.

SEEDS WANTED: Broom Corn, Early Fortune, Siberian and Hog Millets; Kaffir Corn, Milo Maize, Buckwheat, Orange Cane, Dourra, Hemp Seed and Sunflower. Quote delivered prices with samples. Saginaw Milling Co., Saginaw, Mich.

THE FOLLOWING SEEDS WANTED: Orange, Amber and Red Top Cane, Red and White Kaffir Corn, Big German Millet, Alfalfa, Jerusalem corn, Beardless Barley. Send samples and quote prices sacked in new 10 oz. Burlap bags, delivered. Texas Seed & Floral Co., Dallas, Tex.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

POPCORN WANTED.

POPCORN WANTED—Correspond with us. Bradshaw Co., New York, N. Y.

GRAIN WANTED.

WANTED—Shippers of grain, hay and mill feeds to quote. J. H. Neil & Co., Brokers, Nashville, Tenn.

GRAIN WANTED. I am in the market for good, dry ear corn. Sheller located on Santa Fe and Trinity & Brazos Valley R. Rs., Houston, Tex. Quote price F. O. B. cars, stating how many cars you have, and when you can ship. W. D. VanWagenen, Houston, Texas.

CLOVER

Send samples and get our bid before selling Clover or other Field Seeds, Popcorn, Etc.

THE ADAMS SEED CO., Decorah, Ia.

THE TOLEDO FIELD SEED CO.

CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.

ASK FOR OUR DAILY BIDS
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Kansas City - - - - - Missouri

BUCKWHEAT

WANTED

THE LARROWE MILLING CO., Produce Exchange, New York

THE ALBERT DICKINSON CO.

Clovers

Timothy

Flaxseed

Bromus inermis

Dwarf Essex Rape Seed

Main Office, CHICAGO, ILL.

SEEDS

Blue Grass

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Peas, Beans, Bags, etc.

MINNEAPOLIS, MINN

BUYERS OF SALVAGE GRAIN

The Toledo Salvage Co.

Buyers of

OFF GRADES and
SALVAGE GRAIN

Toledo, - - - - - Ohio

Salvage Grain Wanted

I buy and sell damaged malt, flaxseed and salvage grain of all kinds.

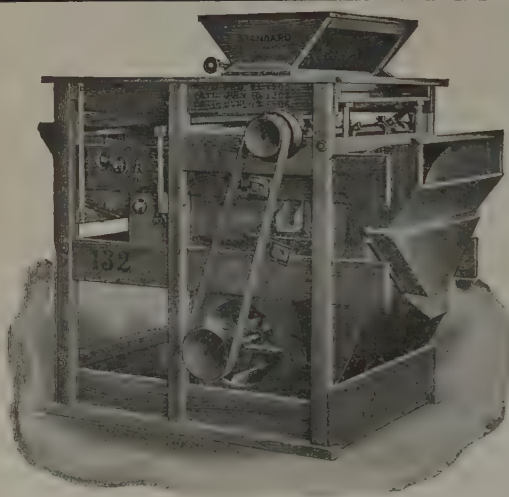
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Dirty Grain, plus high prices, equals Big Discounts

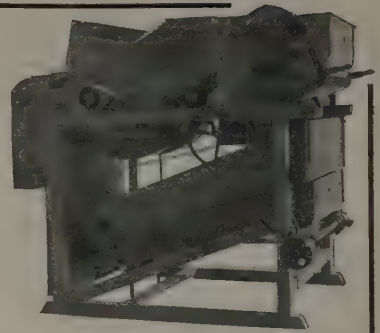
Don't ship your grain without cleaning it, especially when you can get a

Standard Grain Cleaner

which requires but little power and does a maximum amount of work. STANDARD Cleaners always pay for themselves in a short time and are money makers for the elevator man. Get our catalog showing our full line of cleaners, study the many points of superiority carefully, then you will buy a STANDARD CLEANER.

PRAME MFG. CO., Galion, O.

Invincible Compound Shake Dustless Corn and Grain Cleaner



This is a long name of a short machine that was built to meet the demands of the country elevator operator who desires to save time and make money.

It's a new make of an old reliable cleaner, two in one, that enables you to clean two kinds of grain, by changing from one to the other, without changing screens or stopping machine.

You can't help being interested for it was made for you. Install any place in elevator and it doesn't need to be braced. Stands still while in motion.

You write for more information about it then you'll send us an order.

Invincible Grain Cleaner Co.

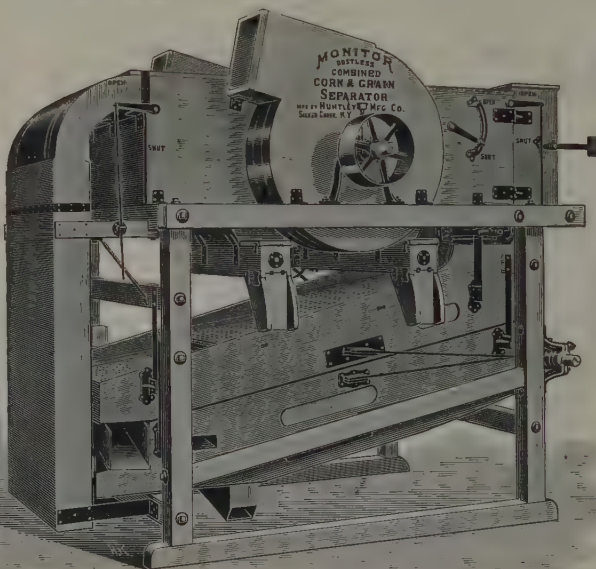
Silver Ceek, N. Y.

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Edward A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
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N. W. REPRESENTATIVES

Strong-Scott Mfg. Co., Minneapolis, Minn.



The Monitor Combined Corn and Grain Cleaner

Is the best machine of its class on the market, and any user who has compared its work with other makes for similar uses will unhesitatingly indorse our statement.

This letter tells the story. We've many others on file to the same effect.

CHARLES E. GROCE, Grain Dealer,
Circleville, Ohio, January 26, 1907.
Huntley Mfg. Co., Silver Creek, N. Y.

Gentlemen:—After considerable inquiry last spring from different grain dealers about a combined wheat and corn cleaner, I bought one of your No. 7 machines. It did splendid work on wheat last summer, and we are more than pleased with it on corn.

I can cheerfully recommend it to anyone wanting a separator for either wheat or corn.

Yours very truly, CHARLES E. GROCE.

We shall be glad to send you special folder on this machine or our complete catalogue of Separators, Scourers, Smutters, Oat Clippers, Seed Cleaners, etc.

HUNTLEY MFG. CO.

Silver Creek, NEW YORK

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The Advertising

value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.

GOLD MARKS SIGNIFYING QUALITY
OF CIRCULATION HAVE BEEN
AWARDED THE GRAIN DEALERS
JOURNAL BY THE AMERICAN
NEWSPAPER DIRECTORY

CHICAGO, ILL., NOVEMBER 25, 1907.

BE cheerful, the country's safe.

WELL VENTILATED cribs will prove more profitable this year than ever.

HOW MUCH water are you buying at the price of corn? Can you sell it as corn?

EIGHTY pounds is not too much to take for a bushel when corn contains so much water.

THE Optimist Club of America wants and needs your loyal support. Smile now and often.

CORN which spoils in the farmers cribs is not your loss. Wait until it is in fit condition to handle before buying.

SHIPPERS, who contracted oats and did not get them altho they sold the full amount contracted, are discreetly slow in contracting new corn.

HOARDING currency will help to prolong the financial disturbance and block the wheels of commerce. Idle, it does no one any good. Keep it at work.

NOW THAT you have time to catch your breath, place your elevators in prime condition to handle the grain which is sure to come with a rush soon.

DRAFTS subject to protest do no one any good except the sinecure who holds the job and at present may cause shipper or receiver an unnecessary and avoidable loss.

BILLS OF LADING signed with a lead pencil are a schoolboy product and will be accepted by no grain dealer who desires to protect his rights in a shipment.

HASTE in gathering and cribbing new corn has caused many Illinois farmers much extra work. The corn started to spoil and they found it necessary to spread it out on the ground.

NEXT Thursday grain dealers will be especially thankful that currency is commencing to circulate again. Those having that much used sign "CASH PAID FOR GRAIN" have been forced to go back on their own advertising.

BY USING a solution of calcium chloride to cool the cylinder of your gasoline engine you will be relieved of the task of drawing off the water every night without fear of your water jacket being cracked by jack frost.

VACILLATING markets, which are effected and directed largely by the money market, necessitate dealers who wish to get a living out of the grain business to work on a wider margin than they have been doing for some time.

MAKING overdrafts against shipments in times like the present is likely to result in the drafts being turned down as they merit. Leave a reasonable margin and send the receiver full advices in regard to shipment the day it is made.

MARKET GOSSIP writers deceive by comparing a Monday's receipts this year with the corresponding date a year ago, which was not a Monday. Monday's receipts are those of two days, including Sunday's arrivals by rail, and such a comparison is unfair.

HOW MANY buckets are missing from the belts in your receiving legs? It is a great waste of power, time and labor to run legs which have not their full complement of buckets. Ofttimes farmers will tire of waiting and take the next load elsewhere.

LANDLORDS in some sections of Illinois are credited with conniving with tenants to bluff grain buyers into paying for grain a second time. The high prices which have been ruling make the returns from such a game more attractive than for years past.

KANSAS CITY'S elevator men at last seem disposed to discontinue their arbitrary dockage of 100 pounds on every carload of grain received if Kansas officials will instruct inspectors to dock for dirt contained in shipments as is done in Minneapolis. When the dirt is in the car and witnessed by a disinterested inspector the shipper will not demand grain prices for it. Shippers who clean their grain are naturally opposed to being docked 100 pounds simply because every shipper does not do likewise.

DRAINING your scale pit thoroly will effect a certain economy by prolonging the life of the scale and improving the chance of its weighing correctly all the time, while standing water will quickly rust out the bearings and insure a break down or incorrect weights.

A TRACK scale can not be expected to weigh correctly when the box car is exposed to a strong wind. A commodious shed wud protect the scale from rain, snow, sleet and ice and make it possible for the scale to give somewhere near the correct weight, even on windy days.

PENNSYLVANIA'S new feedstuffs law has not been declared unconstitutional, as is clearly outlined by Chief Chemist F. D. Fuller of the State Agri. Dept. in a letter published in this number, in fact the court did not pass upon the new law but upon Sec. 1 of the 1901 law, which was repealed by the new law.

FORTUNATELY the currency stringency is assisting many buyers to hold to their determination to refuse to accept new corn until it is thoroly cured, as they always should do. If competitors insist upon wasting their capital in the purchase of corn which is sure to spoil on their hands, that does not excuse other buyers in doing likewise.

GRAIN DEALERS of the Northwest are buying very cautiously, and instead of paying cash for grain are issuing tickets indicating the number of bushels, price and full value of ticket. Across the face of these tickets is stamped "Payable in exchange." Their payment is guaranteed and no one hesitates to take them. No one needs money so long as he has credit at the local bank.

BAG LENDING has been stopped in Maryland for six months, as is fully reported in a "Letter" published in this number. Dealers who wud stop this burdensome practice can emulate the example of their brother dealers in the East with profit. Advertising the discontinuance so thoroly as was done convinced farmers that the dealers were in earnest, hence few asked to be loaned bags.

THE ADVANTAGE of reporting the exact weight of grain loaded into a car to the Weighmaster at its destination is clearly and forcibly presented in a letter from Chicago's Asst. Weighmaster in this number. Shippers to any market having public weighmen invariably will promote their own interests by promptly reporting weight of each shipment and how it was obtained to the Weighmaster. Then will its weighing receive attention not obtainable in any other way, and if a shortage is found every effort will be made to discover its cause. By the cooperation of shipper and terminal weighmaster many of the causes can be detected and eliminated and the avoidable losses reduced to a minimum.

SIGNS advertising plug tobacco, cigars, washing fluid, soap, etc., do not improve the appearance of the grain elevator or attract trade. In the interest of your own business remove those now plastered on the walls of your building and refuse to permit the posting of any more. The only sign which should be tolerated on a grain elevator is the name of the firm operating it and the business conducted.

THE PERMANENT injunction issued by Judge Taylor of St. Louis against the enforcement of the Avery Weighing and Inspection law will for a time prevent the politicians from preying upon the grain trade, but they are so eager for the spoils the last defeat will not deter them from pushing another graft bill thru the state legislature at its next session. The trade should organize against such impositions.

NO MAN can promote his own business by devoting his time and energy to avenging a real or imaginary wrong. Even if you do credit the mean things your competitor is reported to have said about you forget them and push your business for the purpose of building it up, not with the aim of tearing down the business of your brother dealer. In following such a policy you will be far happier—and more successful.

MILWAUKEE Chamber of Commerce has adopted a rule providing that "in all sales of grain to arrive, the market value on the day of unloading shall be the basis of settlement for any excess or deficiency." This is a very fair rule which every one will readily subscribe to and abide by. It goes farther than most of the rules dealing with variation from quantity sold in that it provides explicitly for settlement of deficiency.

COUNTRY elevator men are storing more grain than usual, probably because the farmers are not content to accept the reduced prices offered. It is to be hoped they are charging enuf for the service to fully compensate them for their loss of the use of the space and the insurance. By insuring all grain stored for patrons the elevator man avoids expensive lawsuits and acrimonious disputes. Dealers who feel they must store should insist upon having a profit for the trouble.

ARRIVAL DRAFTS are being insisted upon by some eastern banks, in fact they are refusing funds to receivers until the grain arrives. They use the funds for the accommodation of several customers between the arrival of the B/L and the grain, and suggest that if the shippers need the money from their grain before it arrives they should borrow it from their home bank and pay interest on it. If arrival drafts are forced on the trade shippers will find it necessary to work on a wider margin to cover the extra interest charge.

COMMISSION merchants who do not charge interest on money advanced on B/L cannot perform their service to shippers with any enthusiasm, for they are virtually paying for the privilege of doing business. They obtain the money from the banks and pay current rates of interest for it, hence would soon be out of business if they did not charge the shipper interest. But interest on drafts drawn against Bs/L for grain sold track shipping station cannot be justified. Where title passes, the money or credit should pass free from interest charges.

LOADING CARS to the minimum required by the Railroad companies has caused oat shippers much trouble and unreasonable expense this season. Iowa's Railroad Commission has ordered that where cars of certain dimensions are ordered by shippers and the railroad company is unable to furnish size asked for, notation of this fact must be made on way bills and car billed at minimum weight applicable on cars of size ordered. This is reasonable and will afford oat shippers relief from onerous rules with which it is impossible to comply this year.

ALTHO boys have no right in a grain elevator or on grain elevator ground, if injured an effort may be made to collect damages and it would seem to be advisable for elevator owners to strive to keep them out of harm's way. The latest death as a result of trespassing on elevator property occurred at Stephen, Minn., where a boy attempted to jump over line shafting running from power house to elevator. His clothes were caught by a set screw, and the boy was dashed against the ground and instantly killed. Every set screw should be protected by a sheet steel collar, which makes it almost impossible for it to catch clothing. The danger points about machinery should be protected for the safety of operators as well as trespassers.

STOCKS of grain at all terminal markets and distributing points have not been large and at some points are now very low, so an active demand for feedstuffs may be expected soon. The bankers will no doubt oppose any large accumulation of stock this year and the interior distributor will be disposed to pursue a hand to mouth policy rather than have his interest charges unduly increased and the taking of stock at the close of the year made more arduous. By New Year's stocks will be reduced to a minimum, money will be cheaper and cars will be readily obtained and promptly transported, for the money stringency is checking business enough to permit the railroads to clear up the congestion, so instead of having its usual dullness after the holidays the grain trade may look forward to an active business.

LIGHT OATS frequently lodge in the garner over the hopper scales and no doubt will as readily lodge in the small corners of bins. One terminal elevator weighman reports having found 200 to 2,500 lbs. lodged in the garner frequently since the new crop began to move. In the light of his experience it seems to behoove elevator operators when loading out oats to make sure before the car is sealed that shipping bin does not retain part of the load.

NEBRASKA'S State Supreme Court has forever set at rest the ambitious greed of the state's assessor who sought to increase the taxes of companies conducting a grain business in that state by indefinitely multiplying the average capital used in conducting the business. The devious ways the average assessor pursues to arrive at the amount of an assessment, judging from the different reports of grain dealers in various sections of the country, is truly mysterious. No doubt elevator operators, who like those of Nebraska, believe themselves to be imposed upon can find ready relief if they will carry their trouble to the Supreme Court.

A NEW FEDERAL INSPECTION BILL THREATENED.

Senator McCumber has been working the Associate Press for the circulation of all the dope the newspapers will stand, and no doubt he will make a harder fight for the passage of his new federal inspection bill than any made heretofore.

The federal government has no power to engage in the regulation of any except interstate commerce, hence cannot force its inspection upon grain shipments of intrastate character. This means that the trade will be burdened with two sets of inspectors, unless the grain exchanges and grain dealers associations shall cooperate to fight Mr. McCumber's appropriation of \$850,000 for federal inspection.

Heretofore, the trade has given Mr. McCumber's efforts little attention, principally because his previous schemes were so impracticable, so visionary, it was certain that even Congress would not stand for them. It is said that his next bill has already received the endorsement of the Secretary of Agriculture and The President, which, if true, means that the bill is very different from any presented heretofore.

Should federal inspection be forced upon the grain trade and prove worthless, as we feel certain, the trade would have no relief, as the politicians would never permit any change which would bring about a reduction in the number of feeders at the public crib. The time to act is NOW.

GOVERNMENT "HELP TO MOVE THE CROPS."

Each fall the Government deposits extra funds in depository banks, ostensibly for the purpose of aiding in the *movement of the crops*; but the bankers, forgetful of their obligation to use it for such purpose, lend it for all purposes and at the first approach of financial disturbance they call in their money advanced on crops. They do this because such loans can be liquidated the quickest. Others are permitted to defer payment because they are unable to turn their goods so quickly. When the banks accepted the deposits from the Government did they not morally obligate themselves to use the funds in aiding the *marketing of crops*, or is this a myth designed only to be used in getting cash from Uncle Sam?

In Canada the currency stringency has checked business just as violently and completely as in the U. S. and there to the Minister of Finance is planning to supply currency to help to *move the crops*. Recent word from Winnipeg is to the effect that he has selected a committee of three prominent financiers to apportion Government deposits among large banks handling grain accounts from its reserve stock of specie. Satisfactory security would be necessary and four per cent interest would be charged the two first months, six per cent the next two months and seven per cent thereafter. Of course this will be used as the Government intends, "for the special movement of the western grain crop" and before the lakes are closed to navigation. With ample cash offered at such a rate the bankers who do business with the grain dealers will be able to supply all the funds needed to *move the crops* and quickly.

Late dispatches from Washington are to the effect that Mr. Morgan, the country's greatest financier, had just visited the Sec'y of the Treasury and the President to discuss the currency problem because "it is of the greatest importance that large sums be provided in the West and South for the *movement of crops*. Mr. Cortelyou today made an official announcement as to the policy he intends to pursue to achieve this result."

The Government's deposit of one hundred millions in New York city banks may indirectly help to move the crops, but if more were deposited in grain centers of the grain surplus states, it would help more in supplying currency for the payment of the growers of farm produce and they are the only ones identified with the trade who expect or want the cash. The Government's deposits in Chicago banks has not exceeded six million, and in the Twin City banks the amount has not exceeded one million dollars, and the buyers of farm produce are able to get very little of this, because the merchants, manufacturers and speculators need so much the movers of farm products were quickly required to liquidate their loans and virtually suspend business. If the Government is honest in its oft expressed desire to help to move the crops, then it is time something was done to insure the funds getting into the hands of the right people.

VERBAL SALES OF GRAIN INVALID.

The lightning change in the last oat crop between the middle of June and the middle of July set at naught all estimates of grain dealers and farmers, and lead each to make sales which much to their disappointment they could not fulfill. It is safe to say that fully ninety per cent of the farmers have been let off from their contracts and the country dealers have stood in the breach, a sacrifice to loose methods.

Many of those who had written contracts with farmers found it necessary to bring suit to collect their losses due to farmers defaults and every one of these suits, which has come to our notice has been won by the dealer.

Many dealers have compromised with the track buyer and others have unhesitatingly made good the losses due to their failure to deliver oats as contracted. At least two shippers in Indiana are either ignoring or denying their liability as is witnessed by query published in "Asked-Answered" column, this number.

It is to be hoped that no more than two dealers have sought to take refuge behind this very unfair statute. If sellers can deny verbal contracts and escape liability for nonfulfillment of contract when markets or supplies go against them then track buyers must cease contracting for grain over the telephone or verbally with any.

Some other states have a similar law and no doubt some dealers, who have no more regard for their contracts than the law requires, so it would seem necessary for buyers to confirm, and require sellers to confirm verbal contracts in writing or they shall not be considered binding on either. The telephone is a great convenience and facilitates the quick marketing of grain to advantage, but if contracts so made cannot be enforced then neither the track buyer or the country elevator man dare to use it in buying grain.

In the grain trade where so much depends upon dealers standing up to their word regardless of the cost, a contract has always been considered binding whether verbal or in writing. The immense business conducted on the grain exchanges of the country is without written contracts and they should not be necessary in the country, but experience proves that they are if the business is to be conducted without frequent disputes, differences and heavy losses.

THE AMERICAN RAILWAY ASSOCIATION, or rather the members of that association, who are members of the Per Diem Rules Agreement, met in Chicago last week and by a vote of 23 to 14 agreed that "A car received from the owner in switching services must be confined to switching territory and returned to the owner. Every other movement of such a car will be considered a diversion, for which a penalty of \$5.00 must be paid to the owner for each such move." While the fact that the New York Central lines and several others refuse to become parties to the new agreement greatly lessens its effectiveness, still it is decidedly encouraging that the railroads are making an earnest effort to check the stealing of cars from one an-

other. The general enforcement of the \$5.00 penalty for diversion of foreign cars would compel careless railroad companies to provide rolling stock of their own and no doubt result in better car service to all would-be shippers. If shippers thru their associations would take up this matter with the carriers and attempt to secure the general adoption of this penalty, as well as a per diem charge of \$1.00 for cars, they would apply their influence in a direction which would be pretty sure to prove of material assistance in preventing and relieving car famines.

TRADE RULES GAINING SUPPORT-ERS.

Six years ago last month a committee on trade rules of the Grain Dealers National Ass'n had the temerity to offer and recommend fourteen rules, which it suggested should be observed and carried out by the trade. At that time the committee was bewildered by the diversified opinions as to what should constitute the trade rules of the National Ass'n, and out of deference to various customs prevailing in the different markets the committee refrained from recommending the adoption of the rules, hence they were not adopted until at the following annual meeting the rules were revised and new ones added. In adopting fixed rules the Ass'n avoided interfering with the regulations of the organized exchanges in central markets and specified clearly that the new rules should "govern only in case no rules, by-laws or regulations were regularly established for controlling such transactions."

At times these rules have been amended slightly, but at no meeting have they received that consideration which they truly merited. The trade at interior points has given more time and thought to the study of the G. D. N. A. rules and been guided more by the spirit of fairness therein expressed than was that possible even on the day they were enthusiastically adopted. The original champions of the trade rules had in mind the spreading of the field of these rules until their use should become general thruout the grain trade.

Every dealer will appreciate the great advantage of having uniform rules for the entire trade. Such rules should govern especially in trades between dealers of different sections of the country, as in the past each is familiar with entirely different practices and customs.

It must be gratifying to the drafters of the original rules to know that they are being copied more and more by other rule making bodies, as is shown by the trade rules recently adopted by the Texas Grain Dealers Ass'n, which are published elsewhere in this number.

No doubt it will take several years for the trade to attain the long desired uniformity; but when it does, as we believe it will, the opportunities for misunderstandings and disputes will be reduced to a minimum. All business will be conducted between dealers of different sections with less friction and with a clearer and better understanding, to the end that more friendly relations will be fostered, profits made more certain and the grain business made pleasanter, as well as safer.

Letters

From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

CONDITIONS IMPROVING; SUGGESTIONS.

Grain Dealers Journal: There is no better collateral for banks than grain. The difficulties of the past two weeks to finance the grain movement is not because the collateral is questionable but is rather an evidence of its value. Manufacturers and merchants were caught unawares and could not realize quickly, banks called in their loans on grain collateral, these calls were necessary to fortify themselves against possible demands. The uncertainty of the amount required in an emergency made the calls all the more numerous and severe.

The first shock of this strain was borne by grain and other securities having a quick convertible value. That has passed, and it has given time for the merchants and manufacturers to catch up, and give relief. I have seen a man taken suddenly and seriously ill in a few hours; it took two weeks for him to recover. I think the recovery from this trouble will be gradual and may continue until next February.

Buffalo is a distributing market. Conditions, contrary to good business methods, have been allowed to creep in here as well as in other markets which at this time proved harmful, dealers felt the keen competition from Cleveland, Toledo and Chicago as well as the competition between themselves. Money was easy. They bought grain, paid for it immediately, or when drafts were presented, and then forwarded it to their clients, C. O. D., or payment on arrival of car. Thus they financed the transaction from start to finish. The banks in Buffalo very properly raised the point, and ask, why should not the buyer east of Buffalo pay drafts when presented to him or why should the Buffalo dealer pay for grain before arrival? If drafts were to be held east of Buffalo for arrival of car, then such drafts would be accepted for collection only. Contracts having already been entered into East, made the burden heavier for our dealers than usual. This of necessity prevented the taking up of Western drafts when presented in some cases.

That the banks will curtail and strengthen their position is certain. The speculator will have to put up wider margins which will restrict his operations. The consumer will buy as needed. Jobbers will carry smaller stocks for domestic purposes. Some way will be provided to take care of the export business, so that with united effort, I think the situation is clearing.

I suggest that Western shippers do not make drafts subject to protest unless there is some legal point involved, because there is nothing gained by it. Dealers will pay drafts on presentation if they can, but if they cannot do so and will pay the following day, why not allow it? "Every little helps some." Protest fees are a loss to some one.

If shippers have no confidence in the man on whom they make draft, it would be better to ship to men in whom they have confidence. There is no occasion to get panicky. If the lading is made to the order of shipper, that lading will hold until the grain represented by it is paid for.

Don't make drafts without writing a letter to the consignee, advising him the number of bushels, or if not known, an estimate, and the kind of grain in the car.

Don't allow agents to sign bills of lading with lead pencil. A bill of lading is valuable. It should be signed in ink. See that car numbers and weights are always on bill of lading before it is signed. Don't make overdrafts. Allow reasonable margin for differences in weights or misgradings.—Yours truly, L. S. Churchill, Buffalo, N. Y.

HOW MARYLAND GRAIN DEALERS STOPPED LENDING BAGS.

Grain Dealers Journal: We note in your issue of Nov. 10th, a comment on the fact, that the Miami Valley Grain dealers, are going to stop the senseless practice of lending grain bags, and we want to add, by way of encouragement, that we stopped it last June, and have carried out the agreement to the letter. We would not return to the practice, upon any consideration. We enclose you a card we had printed, and which we sent to each and every one of our customers.

No More Sacks Furnished.

We the undersigned, Millers and Grain Dealers, will, on and after June 1, 1907, discontinue the long established practice of furnishing grain sacks for hauling grain, produce or feed, to and from our Elevators. The sack question is an old one and has been before conventions of grain men, east and west, for a number of years, and there seems to be no satisfactory solution of the problem, except the step we have taken.

Every dealer loses from \$100 to \$200 in sacks every year, and when you consider the number of years these plants have been in existence, you will realize that the leakage is not a small one, and that we are justified in our action. We desire to give you due notice, so that you may be prepared for the change on date named, for under no circumstances will we discriminate or depart from this agreement.

You will find at our places of business new grain sacks, which you can buy at first cost. We ask you to consider the fact that expenses are increasing all along the line: machinery, material, labor, taxes, all looking upward, and we feel satisfied; that after due consideration, you will appreciate our position, and see the necessity for the change, which we hope will prove to be satisfactory to all parties concerned.

The Reindollar Co., Taneytown, Md.
Taneytown Elev. Co., Taneytown, Md.
W. F. Cover & Son, York Road, Md.
E. O. Cash, Middleburg, Md.

We also had it published in our local papers for a month before it went into effect, so that every one could see the notice, and not say, *they were not notified.*

We anticipated some trouble, at first, but very much to our surprise we have had very little and every one now is used to it, and never even asks if we loan sacks. We have adhered to the rule to the letter and have not made a single exception. We do not loan a sack to take even one bag of feed away. We have sacks on hand to sell, and if a customer wants feed and forgot the sack, he must pay for a sack, or not get the feed. Instead of buying two or three thousand bags each year, and scattering them over the country, we have bot and sold to our trade, about fifteen hundred sacks, and have gotten the money for them. We find that we have gotten the usual amount of grain, and have sold our share of feed just the same.

We hope to see this rule adopted all

over the country before long. We are glad to let our experience in the matter be known all over the grain producing country, and send you this for what it is worth. Yours very truly, The Reindollar Co., Taneytown, Md.

ADVANTAGES OF ADVISING WEIGHMASTER OF GRAIN LOADED.

Grain Dealers Journal: Responding to your recent inquiry relative to my opinion of a prevailing custom among some country shippers of sending their loading weights on cars to the terminal weighmaster in advance of unloading, I have to state:

I have a comprehensive knowledge of the results of such custom based, first, on a careful investigation of the matter, and, second, on practical demonstrations of that custom; and I will add that Mr. Foss and I have always encouraged such a practice.

This is one phase of the subject of weights which might well be especially emphasized at this time, when so much attention is being directed to detail, and is along the line of co-operation, the real key to accuracy in weights, and especially to the elimination of losses in transporting grain.

To name a cause for shortage is to suggest a remedy. Hence, it is obvious that many remedies would undoubtedly be suggested, or explained by a close and friendly alliance between the initial shippers of grain and the terminal weighmasters. And I am well persuaded that there is no more effective manner of bringing together these two forces (their views now too often biased through the lack of knowledge of each others' endeavors) than by the shippers sending their loading weights to the terminal weighmasters, for verily doth a weighmaster rejoice in accurate records, and frequently can he get better results for shippers with them, when he knows them to exist.

Now, we will say that a certain shipper of grain sends to the terminal weighmaster his loading weight on a particular car. The weighmaster, in turn, gives that car special attention at the time of weighing. The out-turn weight, nevertheless, shows a shortage. An investigation of the matter, however, is made forthwith, i. e., before the car is taken away from the terminal point of weighing, and the responsibility for the shortage is, perhaps, thereby established. The explanations between the shipper and terminal weighmaster which follow, in all probability, results finally in the elimination of the cause for that particular shortage on future shipments and the resultant ill-feeling, at least, in so far as that shipper and that weighmaster are concerned.

There are four distinct advantages to be gained by the terminal weighers having an accurate knowledge of the amounts of grain loaded at the originating points into cars to be weighed by them, as follows:

FIRST: Frequently, special repairs are made to cars in transit—a successful means of covering up loss of grain, since, as a result, both cars and seals arrive apparently O. K. and intact. Did the terminal weighmaster know in what cases, out of a multitude of cars all in apparent good order, a shortage actually existed, he could and would give such cases special and effective attention at time of weighing, with best chances then of discovering evidence of any repairs that may have been made to such a car in transit.

SECOND: Then, again, quantities of grain often lodge in a pocket of the linings of a car, where it remains unnoticed by the unloader. Did the weigher know that an excessive shortage existed in a load of grain from such a car, he would carefully examine and sound the inside linings of same in his endeavors to locate the cause for the shortage. We have recorded cases where hundreds of pounds have been recovered in this manner from a single car.

THIRD: Where a weigher has advice as to the amount of grain supposed to have been loaded into a car that he is weighing, it is quite impossible for him to make an error in recording the weight of such car, as he is expecting the beam to register an amount corresponding closely to the shipper's advised weight.

FOURTH: One of the essential elements of an effective weighing bureau, apart from the physical weighing equipment, is a suitable system of records. Now, a weighmaster having an accurate knowledge of the amounts loaded into the cars, which are unloaded and weighed under his direction, is enabled, by a careful system of records, to know just how closely the weights, as determined by his department, at any given elevator, are corresponding with the loading weights from many different shipping points. With such knowledge he can more readily detect, and thereby eliminate, causes for short weights, whether such causes be at the terminal unloading elevator, in the adjacent railroad yards, or at the initial point of shipping.

In closing, I would remark that when discrepancies exist, all concerned should communicate with each other as to their methods of handling and details of weighing, and confine these communications to facts, for such explanations promptly given would doubtless aid in locating and removing the cause for many shortages.—Yours truly, A. E. Schuyler, Ass't Weighmaster, Board of Trade, Chicago, Ill.

WHEAT SHRIVELED BY HOT WIND, NOT FROST.

Grain Dealers Journal: A car of wheat which I shipped into Minneapolis expecting it to grade No. 1 was called No. 2 "on account of containing some frosted kernels."

Our grain contains nothing but kernels shriveled by hot winds. This wheat was cut and put in shock ten days prior to frost, so the inspectors at Minneapolis are way off on their calculations.—W. Sullivan, mgr. Atlas Elevator Co., Groton, S. D.

MINNESOTA DEPT. CONTINUES TO USE SIEVES & SCALES TO DETERMINE DOCKAGE.

Grain Dealers Journal: Your understanding that the Minnesota Inspection Department has a new device invented by Mr. Shanahan of the U. S. Agricultural Department for mechanically determining the amount of dockage justified by dirt contained in small grains is in error. Up to date I have not seen or heard of any such device being completed. It is my understanding that the Agricultural Department is experimenting along these lines, but so far results have not been satisfactory.

In the Minnesota Department we are, and have been for years, using mechanical devices for ascertaining the amount of dockage in small grains. Our methods are by sieves and finely adjusted scales, which are eminently satisfactory to all parties conversant with the business.

If the U. S. Agricultural Department is able to invent some machine which will do better work in this respect than our present method our department will hasten to adopt it. It has been my experience to see and test quite a number of machines for determining dockage, but so far have failed to find anything that will make as complete a separation as the sieves, which are special-

ly made for and used by our department.

It is, I believe, the idea of the U. S. Department if such a machine is completed, that it will eliminate all dispute on the question of dockage between buyer and seller. When such an end is accomplished the Millenium will be at hand. I am from Missouri.—Very truly yours, F. W. Eva, Chief Inspector, St. Paul, Minn.

PENNSYLVANIA'S NEW FEED-STUFFS LAW NOT DECLARED UNCONSTITUTIONAL.

Grain Dealers Journal: I regret that there seems to be an idea that the Feeding Stuff Law of Pennsylvania has been declared unconstitutional. It gives me great pleasure to accept this opportunity to correct any misapprehension in regard to this matter.

For the information of your readers, I would say that Judge Audenried of one of the Philadelphia courts, handed down an opinion stating that the amendment of April 24th, 1905, to the second section of an act regulating the sale of concentrated commercial feeding stuffs in the state of Pennsylvania, as approved by the governor April 25th, 1901, was unconstitutional, in that it provided, "That nothing in this act shall be construed as prohibiting persons engaged, within the State of Pennsylvania, in the business of manufacturing flours, from selling, at the place where made, their own manufacture of bran and middlings, without complying with the provisions of Section 1 of this Act."

The provisions of Section 1 referred to above, require among other statements that guaranteed percentages of crude protein and crude fat shall be plainly indicated upon the package or on a tag attached to the package. The Feeding Stuff Law of 1901 was repealed upon the passage of the new Feeding Stuff Law, approved May 28, 1907, and which became operative August 1st, 1907. This



Ruins of Great Northern Elevator A with Great Northern Elevator S in Background, Superior, Wis.

law has never been passed upon by any court, and was drawn with considerable care.

Thanking you for this opportunity to place the members of the trade right in the matter, I remain, Very truly yours, F. D. Fuller, Chief Chemist, Agri. Dept., Harrisburg, Pa.

FAVORS RECIPROCAL DEMURRAGE.

Grain Dealers Journal: If I could be instrumental in passing a law I would force the railroads to pay demurrage for every day they disappoint us. I believe in fair play. We pay demurrage and I'm a firm believer in reciprocal demurrage.

Regarding letter relating to cooping of cars in the Sept. 10th issue of Journal, will say, that the party who wrote same is right all the way thru. The same conditions exist in these parts. The Railroad Commissioners shud do their duty. They ought to visit the shippers at every station and personally pick up all the information regarding existing conditions. In this way they would get a clear knowledge of affairs and be in a position to do their duty more satisfactorily.—A. Hammam, mgr. Pacific Elevator Co., Brookings, S. D.

AGENT SHOULD BE POSTED.

Grain Dealers Journal: I think line elevators would be more profitable in many instances if owners would inform their agents from time to time, of the grading of the grain which they are supposed to handle. To grade a car of grain would in many cases not be quite so trying for the agent if he knew the grading of all the grain he had shipped. It would therefore also enable him at all times, to buy and separate, load and ship, hence overcome many losses sustained from this ignorance. An agent should also be advised of the return weights on every car he ships and not only of shortages that may occur.

The writer has often wondered why it is that so many agents must work in the dark, not even knowing the best part of their business which they are supposed to understand. They are not everyday workmen, and should receive some consideration, should know the grade, price, and return weight on every car. Are they not trying to make all money possible for their employers? Yes, indeed, or they would not be given employment very long.

The salary paid to agents, is another great item with many employers. Everything has advanced, the salary of everyday laborers has advanced from \$1.25 to \$2.00 a day. Why not advance the salary of an agent at the same rate? It would insure much more interest and better service.—An Agent.

Screenings

"Hinkins says there's a fortune in grain speculation." "He shud know, he put one there."

For "In God We Trust" the corn growers would substitute "In Corn We Trust" and the Wall street gamblers "In Coin We Trust."

"Do you suppose I could see a telegram sent in 1887?"

"Why don't you wait a few years longer until the boy delivers it?"

"Do you think your husband will quit playing the wheat market?"

"I'm sure of it," answered young Mrs. Sellers. "The money can't last forever."

Flora Wilson, daughter of Secy. Wilson of the U. S. Dept. of Agri., has been studying for grand opera under Jean De Reszke at Paris with a view to going on the stage.

The United Kingdom millers are all using durums now in their regular flour mixture, and this fact alone makes the contention of the American millers for the last two or three years that durum wheat was not a bread wheat, absolutely ridiculous on its face.—J. H. Barnes.

Experiments with seven varieties of Swedish barley have been completed by Chas. Zaumeyer at Wauwautosa, Wis. The imported seed averaged over double the crop produced by the common varieties. The experiments will be made the subject of a report by the Department of Agriculture.

Aztec ruins gave up kernels of corn which when planted at Durango, Colo., by Louis Smith produced ears of great size, alleges an eastern daily paper. The seed is said to have been centuries old. It is to be regretted that any member of the illustrious Smith family shud join the ranks of the nature fakers denounced by President Roosevelt.

Watermelon is a most effective rat bait, is the important discovery made by E. Barrett, grain dealer at Wellington, Kan. After buying a trap he baited it with cheese, popularly supposed to be the favorite rat diet. But he captured only 5 or 6 rats. Then he tried watermelon seeds and since he began using them he has caught 120 rats.

I made a careful investigation of durum wheat consumption two years ago. I found that the Minneapolis millers, as a matter of fact, were buying wheat and requesting the commission houses not to give it to the public that they were buying it—but they were buying it under cover and using a considerable percentage, possibly as much as 25 per cent of macaroni wheat, which they were grinding and blending with the flour and putting flour on the market under their usual prices. I satisfied myself on this beyond all dispute.—Congressman Thomas Marshall.

A Pioneer Passes On.

One of Baltimore's pioneer grain men passed away when R. B. Clark died recently. Mr. Clark was a lineal descendant of several generations of grain dealers, the predecessor of the present firm of Thos. S. Clark & Sons being the business established by Thos. S. Clark in 1836. The present firm of which Mr. Clark was the senior member was organized in 1871.



Richard B. Clark, Baltimore, Md.
Deceased.

The character of Mr. Clark is exemplified in his manner of death for he finished the fight of life at work in his office. He had not been well for some months past but with zeal which characterized his life and made his business a success he kept at his post. He was 58 years old when he died and leaves a wife, one son and two daughters.

James A. Clark, a brother of the deceased is the only surviving member of the grain firm of Thos. S. Clark & Sons. The many friends of the man, and they are many for the firm has been well known in the West for years, extend to his surviving relatives deepest sympathy.

The Visible Supply.

The visible supply of grain in the United States and Canada on Nov. 23 as reported by Geo. F. Stone, Secy. of the Chicago Board of Trade, was as follows, 000 omitted:

In Store at—	Wheat.	Corn.	Oats.	Rye.	Barley.
bu.	bu.	bu.	bu.	bu.	bu.
Baltimore ..	347	524	233	144	...
Boston	450	52	3	...	...
Buffalo	2,915	449	392	102	1,177
Chicago	7,923	55	794	405	78
Detroit	395	162	32	41	6
Duluth	5,283	1	577	46	733
Ft. William, Ont.	3,465	...	...	...	...
Galveston ..	437	124	...	...	...
Indianapolis.	350	124	162	...	...
Kansas City	2,237	30	160	...	...
Milwaukee ..	401	67	202	21	402
Minneapolis.	3,431	145	1,970	110	2,901
Montreal	108	106	75	...	...
New Orleans	985	80	86	123	47
New York ..	2,372	347	557	...	...
Peoria	4	160	1,178	17	...
Philadelphia.	609	85	106	...	...
Port Arthur.	2,210	...	...	...	...
St. Louis	2,527	11	235	5	10
Toledo	966	153	427	9	...
Toronto .....	...	...	...	...	...
On Canals ..	44	25	145	...	39
On Lakes ..	3,566	145	...	40	298
On Miss. Riv.	...	...	...	...	...
Total	41,954	2,845	7,332	1,063	5,764
Last year ..	41,645	2,978	12,662	1,634	4,472

000 omitted.

Receipts at Primary Markets.

Receipts at nine leading primary markets for

	Wheat.	Corn.	Oats.
1907.	1906.	1907.	1906.
Nov. 2	5,699,509	2,911,483	5,074,196
Nov. 9	4,805,227	1,551,381	2,575,824
Nov. 16	4,200,868	1,364,695	2,590,107
Nov. 23	4,526,732	1,955,539	2,296,971
Since July 1	111,515,000	73,825,000	80,096,000

Receipts at Chicago, Milwaukee, Minneapolis and Duluth for week ending—

	Barley.	Rye.	Flaxseed.
1907.	1906.	1907.	1906.
Nov. 2	2,390,124	215,730	1,933,879
Nov. 9	1,583,431	161,096	1,937,004
Nov. 16	1,262,480	133,860	1,587,506

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

WHICH SHOULD BE SHIPPED FIRST?

Grain Dealers Journal: I have my elevators full of wheat, corn and oats, but cars are very scarce and I am undecided which it would be best to ship when I do get a car. The views of shippers will be appreciated.—J. & C. R.

CAN SHIPPER BE FORCED TO SETTLE?

Grain Dealers Journal: During the last week of June and the first ten days of July I bot fully 180,000 bushels of oats from farmers and sold most of them for August delivery, just as I suppose many other grain dealers did. I do not take written contracts from farmers so would surely experience a world of trouble should I attempt to enforce my contracts with them. Many farmers had so few oats they delivered none and I have received none which would even grade No. 3. It was utterly impossible for me to fill my contracts so I have not attempted to do so.

One of my near by competitors who sold over telephone and neglected to confirm in writing, just as I did, consulted a lawyer, who advised him to ignore and deny the contract of sale. It seems that Indiana's statutes favor the sellers in verbal contracts for sale of property valued at more than \$50. It reads,

Sec. 6635. No contract for the sale of any goods, for the price of \$50.00 or more, shall be valid unless the purchaser shall receive part of such property, or shall give something in earnest to bind the bargain or in part payment, or unless some note or memorandum in writing of the bargain be made, and signed by the party to be charged thereby, or by some person thereunto by him lawfully authorized.

It occurs to me that if the track buyer cannot enforce contracts for sales amounting to \$50 or more then the grain buyers of the state cannot enforce their verbal purchases from the farmers. Any decisions or opinions bearing on this point will be most welcome.—J. J. McN.

Ans.—The statute is as quoted and in view of this fact written contracts should be insisted upon. You might escape liability, altho it would be difficult to explain your silent acceptance of buyers confirmation of purchases. If the matter is ever arbitrated before the state or National Ass'n Arbitration Comite you would surely have to make good buyers loss or be expelled from the Ass'n's and be blacklisted by all fair minded dealers.

As to the liability of the farmer on verbal contracts to sell grain exceeding \$50 in value will say the courts would no doubt permit him to escape. The only decision bearing on the matter which we have been able to find is as follows:

When the purchaser of grain is to deliver bags in which to put the same, the delivery of the bags will be a payment of earnest. *Hundunt vs. Weir*, 160 Ind. 501; *Weir vs. Hundunt* 115 Ind. 525.

We will be pleased to have the views of every dealer of the state on this law.—Ed.

DOES CARRIER TRESPASS SHIPPERS' RIGHTS?

Grain Dealers Journal: With regard to the inquiry by W. F. Gillispie in this column Oct. 25 we would say that it is our custom to transfer into larger equipment, shipments which are in cars overloaded, charging shipper with cost for transfer.—T. H. Simmons, Gen. Frt. Agt., Chicago, Rock Island & Pacific Ry. Co., Chicago, Ill.

HOW TO MEASURE EAR CORN IN THE CRIB.

Grain Dealers Journal: Will readers of the Journal please give the correct way of ascertaining the number of bus. of ear corn in a crib or bin.—Corn Man.

Ans.: Find the number of cubic feet occupied by the corn, then divide by the number of cubic ft. in a bushel. Corn in the ear, of good quality, measured when settled will hold out at $2\frac{1}{4}$ cu. ft. to the bu. Inferior quality at $2\frac{3}{4}$ to $2\frac{1}{2}$ cu. ft. Some dealers in figuring the number of bushels divide the number of cu. ft. in the crib by 5 and multiply the quotient by 2.

WHAT IS BEST TO DO?

Grain Dealers Journal: Will some of your readers who have had experience in buying grain at country stations kindly give us their opinion on the following point to help settle an argument? What is best for a grain elevator man to do under the following conditions:

The car shortage is serious and seems to be getting worse. Our elevator is full of grains which have taken quite a drop in price. We are unable to sell grain to arrive with any certainty of being able to make delivery within time specified. Hoping to receive the views of many different dealers as to what is best to do at this time, I am, Yours truly, A. L. Wood, Rothsay.

Who is Liable.

Grain Dealers Journal: Who is liable to the consignee, the railroad or the shipper, when the bill of lading is signed "Shipper's Load and Count" and car turns up short at destination, shipper furnishing sworn affidavit of the contents of the car? We would be glad if some one would give us a ruling on this subject. Yours truly, G. A. Knight & Sons.

[In addition to the replies published in the Grain Dealers Journal for Oct. 25, pages 520-521, we have since received the following.—Ed.]

SHIPPER OR CARRIER IS RESPONSIBLE.

Grain Dealers Journal: If the grain was sold destination weights the shipper is responsible to the receiver for any loss no matter what are the conditions. If sold affidavit weights the R. R. Co. is responsible to the receiver. Agents notation on B/L "shippers load and count" does not affect the responsibility of the R. R. Co.—*Empire Grain Co., P. J. Mullen, Oklahoma City, Okla.*

THE SHIPPER WAS RESPONSIBLE.

Grain Dealers Journal: Who was liable, the consignee, the railroad company or the shipper when the bills of lading are signed "Shipper's Load and Count"? It is our opinion that the shipper would be responsible to the consignee for the weight in the car, no doubt the shipper would have recourse on the railroad company for the shortage, but the consignee should not be held liable in any way.—Yours truly, The Enid Wholesale Grain Co., Enid, Okla.

RESPONSIBILITY DEPENDS UPON CONDITION OF SEALS AT DESTINATION.

Grain Dealers Journal: Replying to question Who Is Liable? will say, if we were to receive a car shipped "Shippers Load and Count" with car in good condition and seals showing no sign of having been tampered with, we would go on to the shipper for any shortage in car as being a mistake with him, and then let him take the matter to Railroad Company.

But on the other hand, if car was received in a doubtful condition, showing signs of violence in transit, or if seals had been broken or removed and others placed on in transit, we would be looking after the railroad. As first mentioned above, we think the shipper is the only man who is able to prove the loaded contents against the transportation company.—Yours truly, Hamilton, Bacon, Hamilton Co., Bristol, Tenn.

IF SEALS ARE INTACT SHIPPER IS LIABLE.

Grain Dealers Journal: Answering the inquiry "Who is Liable," our trade seem to think that if the seals are intact on arrival of the car at destination the shipper is liable, and if the seals are broken the liability is up to the railroad.—Yours truly, R. K. Gibson Co., Knoxville, Tenn.

IF SEALS ARE BROKEN RAILROAD IS RESPONSIBLE.

Grain Dealers Journal: In reply to "Who is Liable?" Our opinion is that when a shipment is "Shipper's Load and Count" and the original seals are not intact when the shipment arrives at destination, the railroad is liable to the consignee, but if the original seals are intact and the car was sealed promptly after being loaded, we think the shipper was responsible to consignee.—Yours truly, Palmer Bros., Charleston, Tenn.

Imports and Exports of Hay.

Imports of hay for the nine months prior to Oct. 1 have been 40,912 tons; against 56,951 tons for the corresponding period of 1906.

Exports of hay for the nine months prior to Oct. 1 have been 51,067 tons of domestic and 172 tons of foreign origin; against 51,437 tons of domestic and none of foreign origin for the corresponding period of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Rice.

Imports of rice, rice meal, rice flour and broken rice for the nine months prior to Oct. 1 have been 105,858,756 lbs.; against 105,823,714 lbs. for the corresponding period of 1906.

Exports of rice, rice meal, rice flour and broken rice for the nine months prior to Oct. 1 have been 22,321,000 of domestic origin and 7,153,000 lbs. of foreign origin; against 18,378,000 lbs. of domestic origin and 7,270,000 lbs. of foreign origin for the corresponding period of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

Spirits have been advanced to the highest prices reached since the civil war.

Among the grain firms who have made engagements of gold from Europe are Balfour, Guthrie & Co., Portland, Ore., \$500,000, and the Armour Grain Co., Chicago, \$100,000.

Crop Reports

Canada.

Fort Erie, Ont.—Consul H. J. Harvey reports that the crops in this part of the province are very light and prices for hay and grain are very high. Oats are threshing out 40 per cent of a crop, wheat and corn are only half a crop, potatoes 25%, and hay 75%. The shortage was caused by the winter killing of wheat and clover and extremely dry weather from May to Sept.

Indiana.

Fort Branch, Ind.—New corn coming into market, from 1 to 3 cars loaded daily, condition being fair, yield above the average and being sold freely.—O. W. Loeffler, agt. the Melrose Milling Co.

Iowa.

Anita, Ia.—New corn is not as good as farmers expected, lots of green corn.—F. C. Chinn, pres. Kunz Grain Co.

Sioux City, Ia.—The grain movement will be very light in this section for some time, on account of husking corn.—Geo. Terwilliger.

Wilton, Ia.—Farmers have completed gathering corn. All of the first planting is of prime quality, while much of that planted after the heavy rains is soft and the farmers will feed the bulk of it. The average yield is below last year.—E. W. C.

Minnesota.

Lynd, Minn.—Corn in this vicinity not up to last year's crop in quality or quantity, and unless sorted it will not keep in cribs.—Jno. Moffatt, agt. M. S. Mooers & Co.

Montevideo, Minn.—Quality of the grain is better this year but yield is somewhat less. Spring wheat is averaging about 8 bus. per acre. Oats poor and making about 25 bus. per acre. Barley is good and averaging about 25 bus. per acre. Flaxseed from 7 to 8 bus. Green bugs or green lice, I think, hurt our wheat crop more than anything else. The straw was thick enough for a yield of 25 to 30 bus. per acre but when the farmers came to threshing they were sadly disappointed. The heads of the wheat were chuck full of green lice and it seems as tho they took the sap right out of the kernels and gave them a very dried up and shriveled appearance. Oats I believe were struck by black rust.—O. H. Lee, mgr. Empire Elevator Co.

Nebraska.

Monowi, Neb.—The grain crop was light yield this year in this locality, corn averaging about 25 bus. per acre; oats 30 bus.; spring wheat 5 bus., and winter wheat 15 bus. per acre.—C. E. Brownlee, agt. Trans-Miss. Grain Co.

Denton, Neb.—Winter wheat crop in this section has been favored with weather made to order and will go into winter in the finest of shape. The new corn crop will soon be gathered. The good snuff in quality the quantity is not very flattering, possibly an average of 22 bus. per acre.—Jas. Pearson, agt. H. O. Barber & Sons.

North Dakota.

Hamilton, N. D.—The bulk of the crop was hauled.—John Rock, agt. Northwestern Eltr. Co.

Lehr, N. D.—Only 25% of the grain in the farmers hands.—J. H. Jenner, agt. Lehr, Nagel & Co.

Gilby, N. D.—Wheat estimated 12 bus. per acre, flax 9, oats 25 and barley 13 bus.—F. Jackson, agt. Monarch Eltr. Co.

Edmore, N. D.—Crops here are very light and of poor quality, mostly No. 3 and 4.—H. C. Nyhus, agt. The Anchor Grain Co.

Harwood, N. D.—Crops around here are rather light as hail knocked out at least one-third of the crop.—J. Guttormson, agt. Duluth Eltr. Co.

Durbin, N. D.—This year the crops are a little behind last year, in yield, but of good quality.—Aug. Melnecke, agt. Cargill Eltr. Co.

Forest River, N. D.—No grain moving on account of the low prices. About 60 to 75% already marketed.—H. F. Goode, agt. Northland Eltr. Co.

Drake, N. D.—The average of the grain crop here is 8 to 12 bus. per acre for wheat and 5 to 8 bus. for flax.—Chas. A. Hohn, agt. Royal Eltr. Co.

Havana, N. D.—Our crop was just an average one, but the hail made it more valuable to the farmer than any crop we have had for some years.—H. J. Waddell.

Tolna, N. D.—Crops good but grades are poor.—O. B. Horen, mgr. Tolna Farmers Eltr. Co.

Colgate, N. D.—Crops average except where halled. Eltrs. practically full.—F. M. Cook.

Minto, N. D.—The crop averages 9 to 10 bus. Very little wheat coming in. Plowing half done.—Julius Wirkus.

Underwood, N. D.—About 80 per cent of the flax is marketed and 50 per cent of the wheat; no oats or barley here.—Farmers Eltr. Co.

Mantador, N. D.—Crops fair, wheat 10 bus. per acre good quality. Business is quiet on account of the money situation.—J. F. Mitchell, agt. Atlantic Eltr. Co.

Arvilla, N. D.—Crop average 15 bus. per acre of wheat, mostly No. 1. Each eltr. at this place will handle in 1907 about 75,000 bus.—E. F. Doran, agt. Duluth Eltr. Co.

Minnewaukan, N. D.—About 210,000 bus. of grain has been marketed here this season and about 100,000 bus. to come in yet.—B. E. Ruffman, agt. Great Western Eltr. Co.

Hampden, N. D.—This year we have had only about 40% of a crop. The best wheat, after cleaning, grades No. 2, the bulk grading 3 and 4.—W. E. Bickley, agt. Winter & Ames.

Alfred, N. D.—About 80 per cent of the crop has been marketed. The average yield has been: wheat 10 bus.; flax, 8 bus.; barley, 20 bus., and oats 30 bus.—Frank Boldt, agt. Powers Eltr. Co.

Alsén, N. D.—All of us handled 160,000 bus. of grain last year; if we get $\frac{1}{4}$ as much this year, we will be glad; dry summer and frost on top spoiled it.—P. A. Rohm, agt. Atlantic Eltr. Co.

Deering, N. D.—The crop here is practically all in the eltrs., except thru the halled section, where the farmers intend to clean the grain before marketing.—F. I. Trotter, mgr. Farmers Eltr. Co.

Deering, N. D.—The crop here is about $\frac{1}{2}$ marketed. We are getting plenty of corn at present; very little wheat that grades No. 1, mostly No. 2 and 3.—Fred W. Roberts, agt. Victoria Eltr. Co.

Velva, N. D.—Receipts are small, compared with the last two years. Grades are very thin in comparison; as a good deal was hurt by frost, and otherwise the season was not favorable.—J. Bell.

Glover, N. D.—The average crop yield around this vicinity this year is, durum wheat 18 bus.; flax 7, barley 20, oats 25 to 30 and spring wheat 12 bus. per acre.—Jas. A. Clemenson, agt. Monarch Eltr. Co.

Enderlin, N. D.—Crop fair here. Spring wheat turned out 10 to 14 bus. per acre; durum 15 to 22, flax 8 to 12 bus.; barley 18 to 25, and oats 20 to 35 bus. Very little being marketed on account of low prices.—J. Thill.

Lansford, N. D.—Wheat gave about $\frac{1}{4}$ crop, or 10 bus. per acre; flaxseed went 8 bus.; oats 25 to 30 bus. Wheat is grading No. 1 and No. 2, with 25% of lower grades; flaxseed No. 1 and No. 2. Most grain is showing trace of frost.—B. A. Burgeson, agt. McCabe Bros.

Hamilton, N. D.—Grain tributary to this station has been light and dirty, containing wild oats, mustard and other foul weeds. Part of the crop was struck by hail. Barley turned out about 20 bus. per acre, wheat 12 bus., oats were a poor crop, about 30 bus.—A. F. Allen, agt. National Elevator Co.

Oriska, N. D.—About 40% of the grain has been marketed at this station. Very little grain moving owing to the financial situation, apparently the farmers are not satisfied with the prices being paid for grain, and wish to wait and see if things won't loosen up after a while.—E. B. Nelson, agt. Acme Grain Co.

Granville, N. D.—On account of the recent flurry of the money question, farmers have ceased hauling grain. About $\frac{1}{2}$ of the grain has been delivered with a very small per cent of No. 1. We have estimated an average yield not to exceed 12 bus. per acre; flax 8 bus., with other grain in proportion.—A. W. Ganoz, Sec'y Farmers Eltr. Co.

Upham, N. D.—Threshing is completed, wheat yield is 7 bus., flax less than 4 bus., both of very poor quality, most of the wheat grades No. 4. Eighty per cent of the flax is marketed, while about 70 per cent of the wheat is marketed. The flax had to be sold to pay for threshing bills, it took fully $\frac{1}{2}$ to pay for threshing; the threshers would not touch the bushel, but charged by the hour, at the rate of \$12.50 per hour.—Chas. I. Freeman, agt. Jno. D. Gruber Co.

Clifford, N. D.—Threshing is about all completed around here, wheat going about 10 bus., and about 25% grading No. 1, and the balance No. 2. Durum is going about 28 bus., about one-half grading No. 1 and the balance No. 2. Flax runs about 10 bus. and all of No. 1 quality; barley going about 22 bus., and of good quality; oats going about 30 bus., and grading No. 3 white. Plowing is about 75% done; think all the plowing will be done this fall if the weather keeps open for about 10 days longer. The soil is in fine condition, the best it has been for years; just the right amount of moisture. Our grain receipts this year will run about 75,000 short of last year's receipts, not altogether on account of a lighter yield, but on account of hail storms which did a great deal of damage when the grain was ready to harvest.—F. M. Smith, agt. St. Anthony & Dakota Elevator Co.

Ohio.

Lewis Centre, O.—Corn very poor and a month late.—J. O. Gooding.

Middlebranch, O.—Wheat is moving very moderately at 98c to \$1 per bu. The corn crop in this part of the state is not of the best; it is very green for this time of the year, not fit to crib. The oat crop was very short as to bushel, but of good quality, what there was of it.—Geo. W. Miller, mgr. of the Williams Bros. Co.

South Dakota.

Vollin, S. D.—A good supply of corn for market here this year; but it will not be up to last year's shipments.—E. A. Harselm, agt. Atlas Eltr. Co.

Texas.

Dallas, Tex.—E. S. Tucker, field ass't in the Texas Dept. of Entomology, reports that no green bugs have been detected in the small grain of the Plano district, and that indications are good that the coming crop will be free from this pest.

Washington.

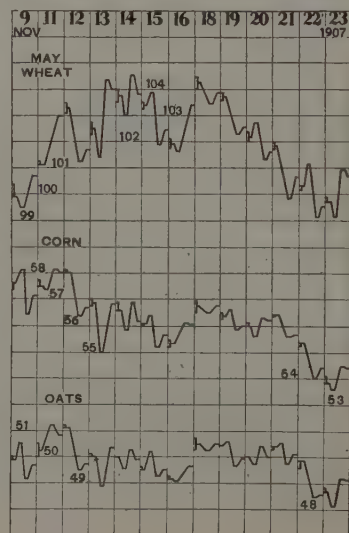
Odessa, Wash.—Wheat receipts at the warehouses so far this season have been 1,100,000 bus. When all the wheat is in the receipts will reach 1,500,000.

Wisconsin.

Appleton, Wis.—There is not nearly enough grain, especially oats, in this vicinity to supply the local demand, and it will be necessary to have it shipped in here the entire season. This is something unusual for this vicinity, as it usually ships out a large amount of oats under normal crop conditions.—H. Servaes, mgr. Northern Grain Co.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Nov. 25 are given on the chart herewith.



Grain 'o Scope of Milwaukee.

The Milwaukee Chamber of Commerce might be termed a "Forty Niner" for it has been just that many years since its members first began the search for gold by trading in grain. In 1858 thru the efforts of the active members of this institution nearly six million bushels of grain were bot and sold by its members and the initial steps taken which were to make Milwaukee for ten years the primary wheat market of the world, as well as its greatest grain speculating center.

The men who in the early days directed the business of the Exchange stood high in the political and intellectual circles of the city, but as the city grew the calibre of the men decreased and their fame, if they had any, was confined to the members of the trade. And great changes

the Milwaukee market, and while he is not the only one who operates there he fitly represents the speculative spirit of the conservative men of the Chamber.

A considerable quantity of grain is ferried across Lake Michigan from Milwaukee to various Michigan ports in the course of a year by railroads which maintain the car ferries because it is cheaper and quicker than to haul it by land. This ferry service is of inestimable value to the market and enables receivers to reach the consumer very quickly.

In spite of the ferry system and elevator facilities which are hardly adequate to the needs of the market, the St. Paul elevator being the only public elevator in the city, Milwaukee shippers often suffer from a dearth of cars.

Among the private elevators, elevator

"E" operated by the Milwaukee Eltr. Co., is one of the most prominent. It is located on the C. & M. & St. P. and on the Menominee river which connects it with lake service. The elevator is modernly equipped, has a million bushels capacity and is fortified against trouble with a 5,000 bushel per day grain drier.

Exchange Succotash.

It comes so naturally to them that the members of the Chamber of Commerce even drink water out of mugs.

Archie McFadyen has been doorkeeper of the Chamber of Commerce so long that a brass key to the old building which he carried in his pocket actually wore in two. He has been there over forty years.

We don't get out any advertising literature. We just saw wood and make money.—W. J. Langson, Sec'y.

H. G. Hadden charges from booth to pit and from pit to telegraf window more like a "rabbit" than a "bull" or a "bear." Speculation is always "lively" when he's around for it keeps a number of the dealers speculating how to keep from getting run over.

The Government expects to spend over half million dollars in building a Harbor of Refuge in Milwaukee for passenger and freight vessels. A large turning basin will also be made, the city donating the land. This will magnify the importance of the city as an exporting port and is expected to be an impetus to the grain business generally.

Secy. P. E. Goodrich has been instructed to take a postal card vote of the members on the best time to hold the annual convention of the National Hay Ass'n.

All signs point to the likelihood of there being a heavy and constant demand during the whole of the current season upon America and when the Azoff shuts up for the season and leaves only the other Russian ports active, which this season are severely handicapped by crop failures in their hinterland, then the competition between the U. K. and Continent should give rise to some interesting developments.—*Corn Trade News*.



The Pit, Chamber of Commerce, Milwaukee, Wis.

have taken place in its business and methods since '58.

Grain consigned to Milwaukee in the early '60s (from 1870 to 1880 it was the leading wheat and speculative market in the world) was inspected by an official representative of the Chamber of Commerce and all of it was stored in the elevators and mills. As fast as it was sold it was taken out of storage in quantities desired. Consumers would draw out feed only as they needed it and maltsters barley only as they used it.

Now Milwaukee dealers sell their grain by samples as in other terminal markets, and not more than one car out of ten ever reaches the elevators. The illustration herewith shows a few of the dealers on the floor of the Chamber with their samples on the tables before them.

Milwaukee still boasts that it has the largest barley and malt interests in the world and so far as legitimate grain business is concerned it has now the largest in its history. The speculative side of the business has long ago been transferred to Chicago. In connection with this phase of the business it is of interest to know that an old soldier, clothed by the government in navy blue, hobbling about with a cane and residing at the soldiers home, has for the last twenty years been an interested speculator in



About the Sample Tables, Milwaukee Chamber of Commerce.

Effect of Climate on Composition of Durum Wheat.

Complaints by growers of durum wheat in the Northwest that millers and grain dealers are discriminating against their product have been so numerous on the present crop that the U. S. Dept. of Agri. and M. A. Carleton, cerealist of the Dept., are said to have begun an investigation of the allegations that the buyers are not paying what the macaroni wheat is worth in comparison with blue stem and fife wheat.

Altho the Department of Agriculture has been most insistent in praising the virtues of durum wheat, it is in the Yearbook of the Department for 1906 that those guilty of the alleged discrimination will find ample justification. In 14 pages of the Yearbook, J. A. Le Clerc, of the Bureau of Chemistry, demonstrates that durum wheat varies greatly in quality and that moisture will invariably cause the macaroni grain to deteriorate.

Professor Le Clerc says that durum wheat, like other good varieties of wheat, is one of the most nutritive and healthful of human foods. Durum wheat is a hard, flinty, translucent grain, very rich in gluten and comparatively rich in sugars. The grain is long and may be either dark or light in color, according to the variety and the conditions under which it is grown. Unfortunately "it is somewhat poorer in gliadin than the best bread wheats."

In the co-operative experiments which have been made for two years by the Bureau of Chemistry and the Bureau of Plant Industry the results of growing durum wheat in different localities or in different seasons have been compared, as to the character of the grain, whether flinty or mealy, the weight per bushel, the weight per 1,000 grains and the chemical analysis.

The nitrogen analysis is the most important, as the food and commercial value of cereals depends in large measure on the amount of gluten they contain. The character of a grain, whether it be flinty or mealy, is likewise a good indication of the nutritive value of a wheat, a more flinty or horny appearance always indicating, in the same variety, a higher amount of gluten. The difference in percentage of protein may be as much as 6 per cent in favor of the flinty grain over the mealy one. In many places the price of wheat is dependent mainly upon the gluten content. This is especially true in Budapest, and Magdeburg.

The three varieties of durum wheat selected for comparison were Kubanka, Pelissier and Marouani. The samples of Kubanka were grown in 1903, 1904 and 1905 in every state west of the 100th meridian, approximately a straight line drawn thru western Dakota to Texas. Some were grown in the irrigated lands of Colorado, Washington, Idaho and Utah. From the analyses tabulated by Mr. Le Clerc it appears that the most striking difference in durum wheat from arid and humid regions is the higher nitrogen content in the wheat grown in the drier localities, an average of several localities being a difference of 0.57 per cent nitrogen, or 3.2 per cent protein. It is also demonstrated that in the humid or irrigated regions the tendency of durum wheat is to become mealy or starchy.

Under dry land farming there is 0.73 per cent more nitrogen or 4.16 per cent more protein than in durum wheat grown under irrigation. The percentage of flinty

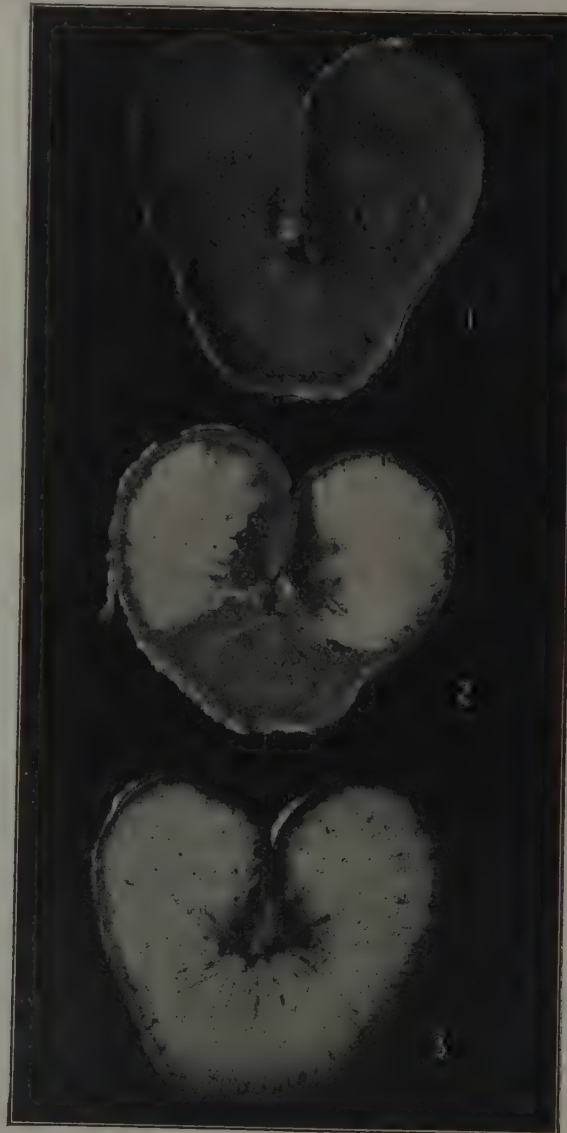
grains is markedly greater under dry land farming. It is always the case that irrigation tends to produce a mealy grain, altho in several instances it has been noted that even under irrigation the grain has kept its flinty character? This is explainable only on the theory that irrigation has not been excessive.

In the engraving herewith 1 represents a flinty wheat grain grown under dry farming; 2, a half starchy wheat grain; 3, a starchy wheat grain grown under excessive irrigation. No. 1 is hard and translucent, containing over 18 per cent protein. No. 2 is an intermediate. No. 3 is a grain from the same kind of seed as that which produced No. 1, and grown on adjacent land, but under excessive irrigation, the result being a soft, mealy, dull-looking grain, somewhat shorter than No. 1 and containing only 12 per cent of protein. It has lost its durum characteristics entirely and is no more suitable for

making good macaroni than are our soft wheats.

Mr. Le Clerc shows that it is a mistake to grow durum wheat in humid regions, that durum wheat so grown is far inferior to durum grown in the arid regions, and cannot command the same price as a grain of good quality. At Idalia, Colo., with only 12 inches of rainfall the nitrogen content was 3.16 per cent, while at Fargo, N. D., with a rainfall of 22 inches the nitrogen content dropped to 2.37 per cent.

In a report on durum wheat Professor Shepard of South Dakota showed that while Kubanka contained less bran than red fife and made more flour, the baking tests showed that ordinary spring wheat makes a larger loaf and contains a larger amount of gliadin in the gluten than is the case with Kubanka, the best durum wheat.



Cross section thru Durum Wheat Berries. 1. A Flinty Grain. 2. A Half Starchy Grain. 3. A Starchy Grain Grown Under Excessive Irrigation. After LeClerc, Yearbook of the U. S. Dept. of Agri.

The Trade Ass'n; Is It Worth Our Support?

BY F. F. SCOTT.

So many of the grain trade associations experience difficulty in raising enough money to pay legitimate running expenses that its value to the trade must be doubted by many dealers. If even 50% of the members of the grain trade would support the organizations now in existence at the present established dues, the associations would be in position to carry on twice as many campaigns in the interest of all members of the trade as they do at present, and every campaign could be conducted vigorously and with less regard to the cost of doing it.

Too much time is spent by the secretary in working to get memberships and dues, and not enough time and energy are left to work out the trade's real problems. I am not disposed to believe that this lack of support is due to the parsimony of the average grain dealer, for as a rule he is quick to appreciate a good thing and does not hesitate to invest his money when there is a fair show of good returns. It looks to me as tho the dealers remaining outside the pale of organized effort do so more on account of procrastination or backwardness. Many dealers seem to think if they show any eagerness to join an ass'n their action may be accepted as indiscreet haste.

Every one of the grain trade associations are organized primarily for the promotion of the interests of all. There is not a selfish principle to be found in the constitution or by-laws of any of them. The supporters give up their money and work to help the entire trade, and every one engaged in the business shares in the benefits of the work, so that non-members not only should be glad to accept the first invitation to join with their brother dealers in promoting common interests, but they should be more than willing not only to join the association but to induce others to join.

Merchants engaged in other lines of trade hold annual meetings covering a week and secure an attendance of thousands where the grain trade secures hundreds, and what is more, most of the trade organizations in other lines assess their members much more heavily than does the grain trade, and pay secretaries a sufficient salary to enable them to go about in the interest of the trade without hesitation as to the expense.

If all the members of the trade were to realize the full benefits to be secured from co-operation with the National Ass'n the present schedule of membership fees and dues would be enough to place the state and national associations on the high road to prosperity, and the organizations would be enabled to do things earnestly whenever the opportunity for promoting the common interests of all occurred.

If better results ever are to be attained by the grain trade associations, either the dues or the membership must be increased. The trade has no member who would not quickly and vigorously resent any imputation that it contained a cheap lot of men, yet we must admit that something is wrong. Every one identified with association work speaks in high praise of the work done by the different comites and officers and all admit that not half is done which should be done.

While the solution of this problem may not be easy, it would seem that some one who has been identified with the work in

the past should be able to point out a clear road for a higher degree of success than has yet been attained.

Adjusting the Spark Coil.

The spark coil of a gas engine is usually tested in the air, and when a big, heavy spark is obtained the operator thinks that it is just right and starts the engine; when the excessively strong spark only serves to exhaust the battery in one-third the time, tripling the expense of renewals.

To get a spark that is just strong enough proceed to adjust the vibrator spring as follows: Draw the vibrator back until it does not touch the spring. Set the vibrator so that the iron head is from 1/16 to 1/8 inch from the core. Bring the spring up until it touches the vibrator lightly, and start the engine; if it skips, try adjusting the screw a little tighter, but leave the spring just as weak as is possible, without the engine skipping.

It will be found that the battery will last very much longer. The danger in getting the spring too weak is that the engine will not start after having been stopped, because the vibrator spring does not touch the contact screw.

An Oklahoma Cleaning Eltr.

Oklahoma, which became a state this month, has been a great grain territory, and its importance is becoming more marked as the population increases. Oklahoma City, located in the heart of the fertile section, has therefore become an important grain center, and the Capital Grain & Elevator Co. is one of the progressive grain firms incorporated and equipped to clean and transfer grain.

The accompanying illustration shows its new cleaning and transfer elevator, which is just being completed. It has a storage capacity for 200,000 bus. of grain and is equipped with modern machinery. As one notices in the exterior view of the tall structure, that it is equipped with a Hess Drier, engine house adjacent to elevator, track shed, dust house and collector, cob spout, loading spout and neat brick office, so the interior of the elevator shows perfect equipment for handling grain.

The Capital Grain & Elevator Co. is incorporated for \$100,000 with J. C. Pearson, Pres., W. H. Cole, Vice Pres., E. A. Stinson Sec'y-Gen. Mgr., and H. C. Clark, Supt.-Treas. Aside from cleaning and transferring grain the company will do a wholesale grain business.



Cleaning and Transfer Elevator of the Capital Grain & Eltr. Co., Oklahoma City.

Traction Engine Delivers Wheat.

Nine elevators are operated in Groton, S. D., by several active grain men who go after the business of the thrifty northern farmer—a portion of the time for all or more than it is worth. In other words there is considerable over-bidding for grain in Groton, and the co-fers of the "down trodden" farmer are enriched at the expense of the grain dealer. In spite of competition at the expense of the profit side of the ledger, business is active and nearly one million bushels of grain is shipped annually.

One of the prosperous grain firms is the Eagle Roller Mill Co., under the management of G. I. Hargrow who is completing his first and a successful season with the company. The accompanying illustration shows how Mr. Hargrow gets some grain. Ten wagon loads of wheat; or more strictly speaking, ten grain tank loads of wheat were recently delivered to the Eagle Roller Mill elevator the motive power being a traction engine. Thirteen hundred and thirty-four bus. comprised this modern caravan of grain or more than 130 bus. of grain per tank.

While this method of delivering wheat is a little out of the ordinary it is entirely satisfactory when roads are passable. It would require several teams and drivers to haul 1,334 bus. of wheat to market. This cargo was hauled 14½ miles in 8½ hours without mishap or trouble. Six similar loads were hauled to Groton this season with a traction engine.

The Eagle Roller Mill Co., which got this train of grain and three others like it has overhauled its elevator and is in splendid working order. A receiving sink which will hold 250 bus. is one of its important features. It has nine storage bins, with a total capacity of 14,000 bus. A Fairbanks Dump Scale, one distributor operated from the working floor, one receiving leg, and other necessary machinery to handle such loads of grain as is shown by our engraving.

Buenos Ayres is to have a grain exchange and will begin trading in wheat futures next spring. The South American time is 1½ hours earlier than Chicago.

Wayside Observations.

BY TRAVELER.

Overheard in an Elevator Office.

Miller: Say, John, those last sacks of wheat you sold me were so overrun with weevil, they simply ran away with it.

Grain Dealer: That so Jim? By the way, my wife was just telling me that as soon as the dough which she made four months ago would rise we'll be wantin' some more of your flour.

* * * * *

The Great Northern R. R. Co. evidently takes pretty good care of the elevators along its line for but few complaints came to the writer's ears. As a rule the company furnishes good cars and good grain doors. The other railway lines just furnish the dealers with poor boards and at that one-half of the time boards are not even obtainable.

At a point near Watertown, S. D., on the G. N. R. R., I found piles of grain doors, I was told enuf for 3,000 cars.

* * * * *

Talk about over-bidding at some stations, one will always find a merry war going on in certain districts to the great advantage of the farmers. I can hear the farmers chuckling now in those quarrelsome markets.

Taking it in general, tho, the grain men are pretty good fellows and but few enjoy a continual fight.

I come across a good many buyers in such markets who are simply disgusted and anxious to make a change. The boys ought to get together, stick to list prices and pay no attention to the everlasting jabber and wind of their farmer friends.

Some of the buyers suggested forming a Buyers Ass'n. It wud, without a doubt, if run on right principles, be a good thing for both employer and employee.

Hang the fones, before we had the confounded telephones put in our offices the farmers wud come to town, get the prices direct from the buyers and allow us a better chance to do business with them, but now every morning they ring up every one of the buyers in turn and pester the life out of us. Nine chances out of ten when a farmer comes in with a load now-a-days it is already sold.—S. Dak. Grain Dealer.

In the extreme southern part of Minnesota one-third of the line-houses are

shut up this year and many of the others cud not remain in business if it wasn't for coal sales. There is not enuf grain business to warrant hiring a second man, hence it is pretty hard for a buyer to attend properly to both grain and coal; very few like it.

A seed house has a traveling man in the Northwest who pays agents of line-houses and managers of co-op. cos. commission to buy spelts, timothy and field seeds.

One of the best known grain men in South Dakota suggested that the only way to better transportation conditions is to install pneumatic tubes underground and just shoot the grain to the terminals. Considering the advanced age we are living in this may become an actual fact ere long. Who will dare to deny it?

Farmers are up to all sorts of tricks and always anxious to start trouble among buyers. One of the smoothest tricks I ever heard of took place in Wantonwan County, Minnesota.

A farmer drove into an elevator with a load of barley and asked the buyer what he was paying. The buyer informed him that the price for barley was 80 cents.

"That's not enuf Jack, I've been offered 82 cents."

The buyer told him that this was pretty near impossible, for the dealers at this station did not make a practice of over-bidding. The farmer however was insistent and positively refused to sell his barley for less than 82 cents. This dickering kept up for quite a time, the buyer being unable to buy the grain at 80 cents, finally said:

"I'll tell you what I'll do, I'll give you 82 cents for this load as I do not like to see you drive out of my elevator, but I'll not buy another load of barley from you or any one else for more than 80 cents."

The load was bot and the buyer gave Mr. Farmer a cash ticket for 82 cents.

Armed with this ticket a few hours later the very same farmer drove into town with another load of barley and this time visited one of the other dealers at this station. The conversation which took place between Messrs. Farmer and Buyer was of the following order:

"What are you paying for barley, Henry?"

"Barley is 80 cents today."



Traction Engine Hauling Ten Loads of Wheat to Elevators at Groton, S. D.

"Is that all? The other boys are paying 82 cents."

"I don't believe that you can get more than 80 cents anywhere."

"Is that so, Henry? Here's a ticket I got from Jack for a load at 82 cents."

"By gosh, you're right. Well, if Jack wants to start any trouble and if he can pay 82 cents, I can too, so drive up, I'll buy all the barley you've got at 82 cents."

Did that farmer chuckle? Well, I guess yes!

Axperyance Det Cost Notang.

Ay gone en Kansas Seeta vonce,
Up on da Board a Trade,
Vare Ay hare hole lota fallars say
Beeg mona can bae made.

Ay hare dem tocking a hole lot
Bout tangs called put an call,
But det gat mae al mixt up;
Ay onnerstan et note at all.

So Ay baen going home von nite,
Mae head baen swimming round,
An Ay bi hole lota options veet
Ven da price baen going down.

Den Ay ha to put up margins
Det meck mae offul blue,
Ven Ay commance to feeger out,
Vot vill mae famlee du?

Den da market et start up again,
An Ay commance to feel
Det famlee skal ha planty,
An Ay bi von oatmobel.

Ay baen riding in det oatmobel,
Luking low an hi,
Till Ay find nice home for sale,
Det Ay baen gone to bi.

Et baen out on von nice booleyward;
Ay baen going in vonce more,
For luke again on enside,
An yoost gat to da dore.

Yoost tank ho Ay baen feeling den,
Ven Ay had da hole game beat,
For hare mae vife sae: "Vake up!
Jou baen tocking en jour sleep."

—From Knute's Buke.

Elevator Suggestions.

BY OBSERVER.

When a man has good hard money invested in an elevator, it would seem as tho common sense would teach him not to spout cobs out against the side of his building with trains passing at all hours of the day and night. Yet it is done repeatedly. During corn shelling time, these elevators are about as bad a fire risk as can be imagined. Insurance companies should decline to accept an elevator using a sheller or cleaning machinery unless a cob and a dust house is built to confine the refuse pending its removal. A man who would operate an elevator without them is careless.

* * *

From a fire insurance standpoint, as well as any other, an elevator should be constructed so that all machinery is easily get-at-able. This is a point that is often overlooked. Running a shaft through a bin, and boxing it up so that the grain will not touch it, is not only mechanically wrong, but it is dangerous. Being in a bin it is not looked after, nor is it known that the box will stand the weight placed upon it. A bin can be hopped a little higher than usual and the shaft run under it. Then it can be seen.

* * *

If you have a manlift in your elevator, build a box for the weights to travel in. Then in case they should drop, no one will be injured. This may prevent a damage suit some day.

I think 'the Grain Dealers Journal one of the best journals. You can find suggestions, experiments of others and several things that are worth four times the price of the Journal.—S. C. Shaw, Fancy Prairie, Ill.

Traction Engine Grain Train.

Eastern Oregon is practically without railroad transportation for the wheat grown on its fertile soil. This year the merchants at Prineville, Ore., find themselves with a crop of 1,000,000 bus. of grain to dispose of, and have decided to try hauling the product to market by steam traction engines. A traction engine has been purchased, with three cars, and will be operated by the Eastern Oregon Transportation Co., just organized, to carry grain from Prineville to Madras, Ore., a distance of 45 miles.

The engraving herewith shows the type of engine and cars, made by the Best Mfg. Co., and generally used in the western states for hauling grain, lumber and ore. The outfit consists of one 70-h.p. engine and three trucks. The engine weighs 25 tons and has a hauling capacity of 60 tons over grades of not more than 10 per cent. The wheels of the engine are 7½ ft. high and have a tire width of 2 ft. The trucks carry 10 tons. The power of the outfit to climb grades is greatly increased by fitting at least two of the trucks with auxiliary engines, connected with the boiler of the engine proper. In emergency steam is turned into the cylinders of these engines.

The engine and trucks are coupled in such a manner that they follow closely in the same track in describing a curve.

Over 200 of these engines are used on western farms, and some of them for hauling grain from the fields to the shipping point. More than 100 of them are engaged in hauling on the Pacific Coast alone.

Grain exporters find a good demand for their grain bills of exchange from bankers to pay for gold imported.



Eastern Oregon Traction Engine Grain Train.

Plans and Inventories for Insurance Purposes.

BY FRED FRIEDLINE.

Not many grain handling plants are constructed in exact accordance with drawings, and many times the working plans are simply sketches or ideas carried out by owners and superintendent about the plant.

Then there is to be considered the factor of changes and additions which take place from year to year, making it impossible to draw plans today to cover the wants for the next five years of any elevator owner and operator.

Depreciation in all its various forms is constantly at work—with wear and tear to make your plant worth less one year hence.

It is a wise man who, having completed his plant, has complete and exact drawings made and an accurate list or inventory of all of the material, machinery and fixtures entering into the construction of the plant or found on the premises.

Messrs. Webb & Maury of Memphis, Tenn., built their warehouse and grain elevator in 1901 and in 1903 added buildings and machinery to double their storage and handling capacity.

In 1905 they employed an elevator architect to make a set of plans to cover the building and equipment as found, also to list in detail all lumber, machinery, and materials, appliances and tools in or about the plant. This work was completed and duplicate copies delivered to the owners.

On August 6th of the present year

Webb & Maury had a fire loss on the entire plant. The same elevator builder was promptly called on to check up the appraisal according to prevailing prices. This was done and the plans and inventory with depreciations figured were promptly submitted to the insurance adjusters. The insurance adjusters at once made an offer for settlement which was rejected by the owners.

The inventory showed the following:

RECAPITULATION OF COSTS:

Grain warehouse	\$10,075.34
Grain elevator bldg.....	12,437.28
Grain elevator machinery.....	11,993.96
Total cost of plant.....	\$34,506.58

MEMO OF DEPRECIATION:

On grain warehouse 1901-1903, 2 years 5% and 5% per year thereafter to August 6, 1907.....	\$2,279.13
On grain elevator building 1901-1903, 2 years 5% and 5% per year thereafter to August 6, 1907	2,813.54
On grain elevator machinery 1901-1904, 3 years 5% and 1904-1907, 3 years, 5%.....	1,169.40

Total depreciation	\$6,262.17
Present worth of plant or sound value	\$28,244.41

It was agreed by insurers and insured to arbitrate the loss. S. R. White of Bloomington, Ill., and Fred Friedline of Chicago were respectively chosen as appraisers.

After qualifying and selecting an umpire they submitted the following:

ARBITRATION APPRAISAL:

Loss and damage warehouse and elevator bldgs.....	\$11,807.76
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Loss and damage to machinery 9,324.56

Total loss and damage.....	\$21,132.32
Value of foundations, retaining walls, excavations and sal- vage	\$ 6,606.18
Sound value of buildings	\$16,914.00
Sound value of ma- chinery	10,824.50

Total

\$27,738.50	\$27,738.50
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Sound value represents the cost, at present prices, less depreciation. In this instance depreciation was figured at approximately 15 per cent.

Loss represents cost at present prices, less depreciation.

By referring to inventory you will see that present worth of buildings and machinery was respectively \$17,419.95 and \$10,824.56.

How would you place your insurance? Would you divide it, so much on building and so much on machinery? Or would you write it as a whole under one schedule?

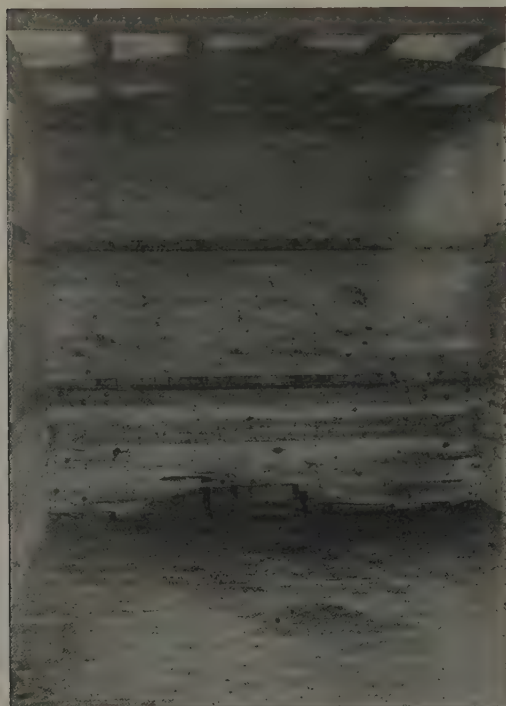
In your particular locality do the insurance companies demand separation? If so, Why are these same stock companies writing building and machinery together in other localities in other states?

This is a question which should be discussed in the columns of the Grain Dealers Journal.

Who writes the schedules? Isn't it generally an agent or secretary who does not know if a wood elevator leg, a scale hopper, shafting timber, or certain spouting belong to building or machinery?

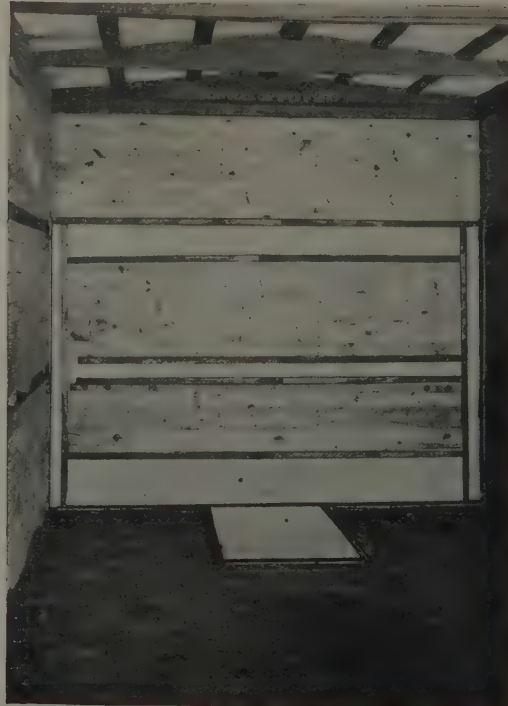
In figuring up a stock company fire

The Proper Coopering of Cars.



Before Lining for Grain.

Aside from leakage at grain doors, 14,780 cars arrived at the various Chicago grain handling points during the first eight months of 1907, leaking grain on account of defective or poorly coopered car boxes.



After Lining for Grain.

From January to September, of this year, 4,643 cars, that had suffered loss of grain in transit through leakage, caused by defective or improperly coopered cars, were delivered to the various elevators and transfer points at Chicago.

Courtesy Chicago Board of Trade Weighing Dept.

loss these articles are sometimes put where you are short on insurance.

It is a very hard matter to decide in all cases just what is building and what is machinery. Exact divisions are not made in plans and specifications by our best engineers and separate costs of erecting are not kept by owners or by builders generally. The division is mostly a matter of estimate and judgment.

I believe that owners will get better results in adjustment of losses if they have one schedule and assess loss or damage without reference to building or machinery. In any event they will get the best possible results if they have complete and correct drawings and inventories filed away where they will be preserved until—well here's hoping it won't happen to you. But your business demands that should you have a fire loss, that you be able to show exactly what you had, not in dollars or values, but itemized inventories supplemented with good drawings to show construction and installation. The stock company insurance adjusters will always figure up at market values and assess the loss for each item. Be assured that they will not pay a loss without checking up closely.

Any appraisal that is more than 30 days old is incorrect on account of change in market values. Most grain elevator appraisals contain errors, owing to being gotten up by commercial appraisers who don't know a hopper scale with railroad beam from a track scale. You must prepare beforehand if you expect to get a satisfactory adjustment of your loss.

Have plans and inventory made and

have these corrected yearly. Then in case you meet with fire loss you can show your values in a few hours.

Two Shortages Which Were Prevented.

[From the Experiences of Deputy Weighman George Metcalf of the Chicago Board of Trade Weighing Department.]

Vigilant carefulness must be exercised by weighmen everywhere in order to solve the shortage question. After many years' experience in the Chicago Board of Trade Weighing Department, I find, personally, that it is necessary for me to be more careful every day, for if I am not, something in connection with my work goes wrong; then, of course, I am to blame, and the result is some innocent party is taxed for my blunder.

To illustrate what it means to be careful, let me relate my experience with two cars, the records of which may be found in the weighmaster's office. These cases vary in character, and are as follows:

The gross weight of car R. I. 52,996 was weighed one day, and the following day I was sent to weigh the tare, or empty car, and in the meantime snow had fallen on the roof of the car to a depth of 4 or 5 inches. I asked the man in charge of the engine if he would leave the car on the track scale so that we could clean it off before weighing, and he replied to me that I had better call the amount of snow 500 pounds and let it go at that. I answered, however, that the weighmaster does not allow me to estimate in cases of this kind, but has given strict instructions

for me to have all snow cleaned off of each car before weighing. The engine-men then left the car standing on the track scale, and I weighed it with the snow on the roof, the car and the snow weighing 29,670 pounds. I then swept the roof of the car clean of all snow, and it weighed 28,980 pounds, which showed that there was 690 pounds of snow on the car. You will see by this that had I not noticed the snow on the car, the shipper of same would have lost 690 pounds of oats, or over 21 bushels.

Some time during the month of May last, I was sent to weigh some cars on a railroad track scale, and found, upon my arrival at the point of weighing that car C. N. O. & T. P. 14,723 was standing on the track scale, where it had just been unloaded. I was told by the man working there that the car was empty and ready to weigh, and, as the engine was waiting to pull the track, to hurry. Under the circumstances, I did not get into the car to examine it until after it was weighed and pulled away from the elevator. I then made it my business to follow the car into the railroad yards for the purpose of examining it. By taking this precaution I was rewarded; for an examination of the lining of the car showed that considerable malt had lodged in one of the pockets. I then had the engine switch the car back to the elevator, and I had taken from the linings two large sacks full of malt, which I weighed on portable scales, one weighing 150 pounds, and the other 130 pounds, making a total of 280 pounds of malt which I added to the original weight, and thereby saved that amount for the shipper.

The Coopering of Grain Cars.



Much Grain is Lost on Account of Defective Grain Doors.

During the eight months of this year, beginning January first, 5,550 cars arrived at the various unloading and transfer points, in Chicago, leaking grain on account of weak, defective or improperly installed grain doors.



Cover Defective Boards.

An excellent method is here shown of preventing leakage of grain over the trucks, caused by short floor boards. A leak at this point is not often noticeable unless the car is jarred as in switching. All cars, therefore, should be carefully examined on the inside before loading, and any defective floor boards should be covered with cloth.

Courtesy Chicago Board of Trade Weighing Dept.

More Western Elevator Men Re-open Elevators.

A number of grain dealers and bankers held several conferences in Sioux City, Nov. 12, to devise some means of paying for grain and again opening the elevators in that section of the country, most of which had been closed since Oct. 26.

Three joint conferences between the bankers and grain men were held—the first at 10 o'clock of southwest Minnesota and northwest Iowa, the second at 3 o'clock of northeast Nebraska, and the third at 8 o'clock of South Dakota.

The bankers of northeast Nebraska held a meeting of their own at 4 o'clock.

About 200 grain men attended the meetings, which were characterized by the keen interest of all. It was evident they would return home and popularize the grain checks, and it was the general belief that their new medium of currency soon would be used by the farmers for all things in the ordinary course of business.

The morning meeting of the southwest Minnesota and northwest Iowa dealers and bankers was presided over by J. L. McCaull, president of the McCaull-Webster Elevator Co., Minneapolis.

The Nebraska meeting was presided over by J. W. Holmquist, of Omaha.

The South Dakota meeting was presided over by J. J. Quinn, of Minneapolis, secretary the Tristate Grain Dealers' Ass'n.

NEBRASKA BANKERS ADOPT RESOLUTIONS.

The Northwest Nebraska bankers adopted the following resolutions:

Whereas, there is a shortage of the money necessary to transact the grain business, and

Whereas, it has been found necessary to handle our grain through checks of the grain companies, payable in Omaha or Sioux City exchange, and

Whereas, we realize the importance to the farmers of opening the grain markets; therefore, be it

Resolved, That the bankers of northeast Nebraska assist the grain men in handling the grain through grain checks, payable in Omaha or Sioux City exchange, by every means in their power.

SOUTH DAKOTA BANKERS ISSUE STATEMENT.

A score of bankers of southeast South Dakota arrived in Sioux City at 5 o'clock and met with the grain dealers of their section at the Mondamin at 8 o'clock. Subsequent to this joint meeting the bankers held a meeting, at the conclusion of which they gave out for publication the following statement:

The bankers of southeast South Dakota at a meeting held to-night at the Mondamin hotel, Sioux City, Ia., approved the plan to honor grain checks or tickets and will receive all such which may be stamped "To be paid in Sioux Falls exchange" "To be paid in Sioux City exchange" or "To be paid in Minneapolis exchange." These checks may be deposited in banks for credit or used directly in the payment of obligations.

The Northeast Nebraska meeting was more of a general meeting of dealers and bankers from all sections.

J. L. McCaull of Minneapolis, who had been Chairman of the Minnesota and Iowa meeting, called the meeting to order and nominated J. W. Holmquist of Omaha for Chairman.

Mr. Holmquist was elected and asked Mr. McCaull to state the object of the meeting, which he did as follows:

"A few days ago the grain men of the Northwest awoke to the fact that the East was out of money and that the eastern buyer of grain could not finance his obligations. Then it flashed upon the western world that it must use all its credit—not money—if the grain was to be moved from the head of the lakes and the lake front in Chicago to the seaboard.

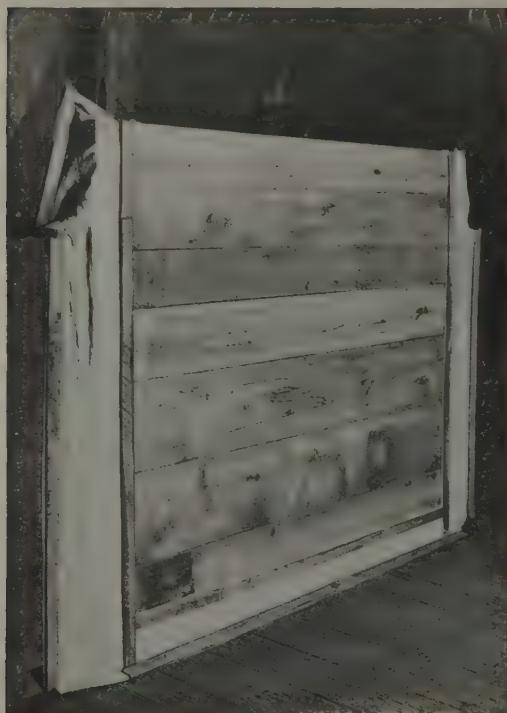
"The bankers and the railroads formed a pool in Minneapolis to take care of this emergency. The millers helped. The railroads east of Buffalo began to exert all their strength to relieve the congestion between the Buffalo terminal and the seaboard. The roads are doing all in their power to get the grain out of the country and into money.

"In this emergency the country bankers have been placed in an embarrassing position. They have turned to the elevator men and implored them to open their elevators and buy some grain.

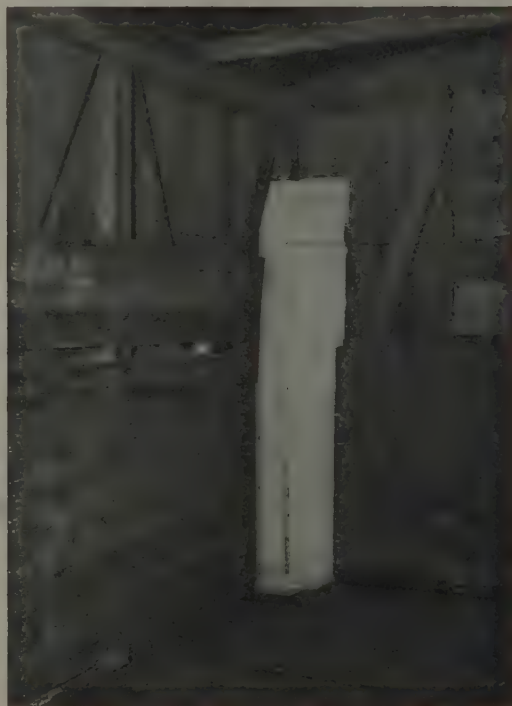
"The western banker in this crisis has displayed fine fiber. He has shown his nerve and he is a gem. In Minneapolis we met night and day from the day the lid went on, and out of our meetings grew a plan which now is in successful operation between Mitchell, S. D., and the Canadian boundary. Under this system it has been possible to reopen 3,000 elevators.

"We hope to adopt this plan in this section of the country, or as far south as the line of the Union Pacific railroad. The bankers, wholesale men, machinery men and lumbermen are co-operating with us. We want to move some of this crop out of the country and convert it into money.

The Use of Cloth in Coopering Cars.



Properly Lined Grain Door.
During the month of August, seven per cent of the cars unloaded and weighed under the supervision of the Department of Weighing of the Chicago Board of Trade, arrived at their respective destinations leaking grain at the grain door.



Watch for and Protect Defective Corners.
A defective corner lined with cheese cloth, to prevent leakage of grain, is here shown. Hundreds of cars arrive yearly at Chicago leaking grain on account of defective corner posts and broken or spread corner sheathings.

Courtesy Chicago Board of Trade Weighing Dept.

Money is what talks, and we never realized that so much as we do to-day. It is an emergency we are up against, and it takes nerve to face it."

Mr. McCaull read the plan under which the grain men of the Northwest are working and said: "This plan will bring relief here. It contemplates a system which will allow grain to be bot with cash tickets, across the face of which would be stamped, To be paid only in exchange. These tickets could be deposited by the farmer to his credit in the local bank and would be accepted by the Sioux City jobbers, machinery men, country yard lumber men and by most local stores in exchange for goods.

SIOUX CITY BANKERS ACCEPT PLAN.

The Sioux City Clearing House Ass'n has approved the plan and Mr. Black, Chairman of the publicity committee of the association, has given out the following statement:

All of the banks of Sioux City have agreed to accept the grain checks in the proposed form and give credit for them immediately upon receipt. The bank depositing these tickets with the Sioux City bank can use the funds for Sioux City exchange, or can have transfers made to Minneapolis or Chicago. This arrangement will go into general effect on the morning of November 14. This plan will be extended so that grain shippers to Milwaukee and Chicago will have the same credit extended to them. This will be a convenience to several of our local houses which ship almost exclusively to Milwaukee.

Mr. Holmquist said the independent dealers could make out their grain checks and have them taken care of at terminal points the same way.

Mr. McCaull said all available credit would be utilized to prevent a congestion at terminals. He said there was credit enough to keep the market open in a reasonable way. However, shipments will be limited. In Minneapolis, for instance, only about one-fourth of the regular amount is being received, and under the present conditions it is a blessed good thing the crop is not moving any faster.

A. F. Brenner, of the Anchor Grain Co., Minneapolis, sized up the situation by saying it was a time to keep close in shore and that buying should be done only in limited amounts.

Mr. McCaull said no grain checks would be issued which could not be redeemed immediately with Chicago or New York exchange.

Mr. Adams, of Pender, asked if there was any question that the clearing houses would honor these checks.

Mr. McCormack said there was no question that the banks of the Sioux City Clearing House Ass'n would receive the checks and take care of them.

Mr. Holmquist said he could say the same thing for the banks of Omaha. Mr. McCaull and Mr. Brenner spoke for the banks of Minneapolis.

Mr. McCormack approved the plan of proceeding cautiously and buying in small amounts. Speaking of the re-

sumption of currency payments, he said it would be the most foolish thing the banks could do to resume all at once to pay in unlimited amounts.

Everyone approved the plan and the meeting adjourned.

The elevators of the section opened as usual on the morning of the 14th and paid for grain by transferring credits.

IN ATTENDANCE.

Among the dealers from Nebraska were: J. W. Holmquist, Omaha; Holmquist Lumber & Grain Co., Oakland; Saunders-Westrand Co., Wakefield.

Among the dealers from Minnesota were: Benson Grain Co., V. E. Butler, Heron Lake; Devereux Eltr. Co., Anchor Grain Co., McCaull-Webster Eltr. Co., Atlas Eltr. Co., Minneapolis.

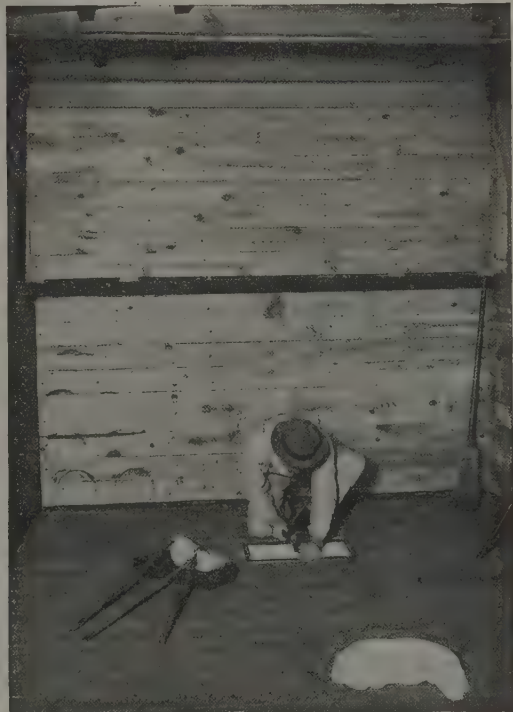
Among the dealers from South Dakota were: J. T. Scroggs, J. W. Reedy and Ralph Mangan, Beresford; T. G. Ryan, Alcester; J. G. Walters, Sioux Falls; John Determan, A. A. Truax, A. H. Betts, John Sievers, Mitchell; John Doering, Chas. Zehnpeffennig, Parkston; A. Fahlenkamp, W. C. Gemmill, Canton; Carlin Eltr. Co. and O. A. Streeter, Armour; A. F. Frisbie, Hudson; F. S. Strohbehn, W. M. Pease, Wagner; Perry Eltr. Co., Wakonda; C. W. Thompson, Parker; H. DeCamp, Yankton; Mr. Thompson (Thompson-Lewis Co.), Vermillion; L. N. Crill, Elk Point; Shaffer Bros., Tripp.

The Use of Cloth in Coopering Cars.



Watch for and Protect Defective Door Posts.

Leaks caused by defective door posts are frequent, and usually serious. A careful examination of these posts, therefore, should be made before loading a car with grain; and in case there be the slightest evidence of weakness, the car should be lined at the weakened point with burlap (gunny sacking) as shown above



Always Cover King-Bolts.

King-bolts should always be examined before loading cars with grain. It is well to provide the floors of all cars with extra coverings of cloth over these bolts as shown above. During the first eight months of this year, 332 cars arrived at various Chicago grain elevators and transfer points with grain leaking from them at king-bolts and draw-bars. Such losses are usually serious.

Grain Trade News

CANADA.

Haskett, (No p. o.) Man.—At this new station on the Great Northern Waltham extension, McCabe Bros. have appointed F. W. Lischefske as track buyer, until they can erect an eltr.—E. J. Willson, agt. McCabe Bros., Hamilton, N. D.

Winnipeg, Man.—A milling in transit rate has been granted by the Grand Trunk on Manitoba grain to be milled at Ontario points for export. The rate is 11c per 100 lbs. via Portland, Boston and St. John, plus 2c stop over charge, effective Dec. 7.

Calgary, Alta.—Dissatisfied with the management the stockholders of the Society of Equity recently elected a new set of officers and voted to wind up its affairs because the promoters had failed to erect the flour mills and eltrs. for which the farmers had given their notes.

Caledonia, Ont.—Fire which started in the railway station destroyed the eltr., lumber yards and coal sheds of the Caledonia Milling Co. As there was a break down at the pumping station, it was impossible to save the plant. The eltr. was filled with grain, about 15,000 bus. Loss about \$15,000, insurance, \$5,000.

Winnipeg, Man.—A delegation from the Manitoba Grain Growers Ass'n met the parliamentary representatives of the province recently to demand that the Dominion government take over and operate the terminal eltrs. at Fort William and Port Arthur; and that an inspector be stationed at British ports to inspect Manitoba grain on arrival, with power to adjust differences that may arise between buyer and seller as to the quality of the grain.

WINNIPEG LETTER.

Calgary, Alta.—The Pacific Grain Co. has started business here.

Pipestone, Man.—The Northern Eltr. Co. will erect an eltr. here at once.

Brandon, Man.—The McCabe Eltr. Co., of Minneapolis, Minn., has a site on the Great Northern railway, and will erect an eltr. with a capacity of 50,000 bus.

Winnipeg, Man.—G. W. Lawson, formerly a traveling auditor on the Canadian Pacific R. R., has been appointed Canadian Pacific R. R. grain agent with headquarters at this place.—R.

CHICAGO.

Fred Ackerman, who has not been seen in the wheat pit for several months, is back.

The Wisconsin Eltr., formerly operated by McReynolds & Co., is being dismantled and torn down.

Small sales of corn and oats to the east are increasing in number, the buyer apparently using his own capital and purchasing only for immediate needs.

Freight officials and car accountants are being heard by the Illinois Railroad & Warehouse Commission in the matter of switching charges at Chicago.

The cash grain crowd on 'Change celebrated J. J. Fones' appointment as a member of the appeals committee of the inspection department by presenting him

with a gilt star with a piece of glass in the center rivaling King Edward's diamond. Mr. Fones accepted the gift with a grin, and bowed to the presentation speech by Sam Adams.

Foreign grain prices are to be reported by correspondents of the Board of Trade per bushel in cents instead of shillings and pence, at the request of the directors.

The Corn Products Refining Co. is going ahead with the construction of its \$5,000,000 plant at Summit. One of the largest buildings will be a storage and transfer eltr. of 1,250,000 bus. capacity.

Preliminary hearings began Nov. 21 in the suit by the Nash-Wright Grain Co. against Daniel C. Wright, to recover on a promissory note for \$10,000, stated account amounting to \$21,000 and accumulated interest.

M. L. Vehon, has taken charge of the cash corn and oats department on the floor for Rosenbaum Bros. F. D. Stevers, who has had charge of this department having resigned and gone with Geo. H. Sidwell & Co.

So far as the relation between our customers and ourselves is concerned we do not realize there has been any panic. We have been taking care of everything that comes by making draft payments just as we have done for the last 45 years. Hope there will be no necessity for doing any other way.—John F. Wright.

Application for transfer of membership has been made by William McKee, William S. Seaverns, one of the oldest members, and pres., in 1889, A. L. Moore, John Gledhill, Henry S. Poole, W. J. Applegate, and the estate of T. W. Hallam and of John Dwyer. Geo. L. Wrenn, Jr., of New York, has been admitted to membership.

Deliveries on Dec. 2 will not require additional capital from the banks to carry the grain delivered. The first delivery day of the month simply affords those now carrying the load opportunity to shift the burden on those who have the December option bot. Heavy deliveries will be taken to indicate that holders prefer the money to the wheat.

Finley Barrell & Co. have received a cable from Geo. M. LeCount, crop expert sent by them to South America, stating that he had arrived safely in Buenos Aires and expected to start for the interior wheat belt at once. He says the wheat growers with whom he has talked believe the Argentine crop is above the average.

I think the quality of the corn this year is actually better than last year although there seems to be more moisture in it. Most of the corn that is coming in is No. 4 and is showing about 19% of moisture. We have demonstrated to our own satisfaction that the maximum amount of moisture in No. 3 corn can be 19%, not over that.—R. P. Kettles.

Large receiving and eltr. interests have been assured by their bankers that loans will not be called. The same consideration has not been extended to all the receivers. Shippers have had their operations restricted by delay of eastern buyers in giving shipping directions, and an

inability to get drafts against the east honored. Receipts have fallen off so much that the condition creates no uneasiness.

William Kirkwood, one of the oldest members of the Board of Trade, died Nov. 15, at the age of 80 years. Mr. Kirkwood came to Chicago early in the '60s and engaged in the commission business, the firm first being known as William Kirkwood & Co., and later as Geddes, Kirkwood & Co. For the past ten years he has been retired, spending a part of each year in Scotland, where he died. Mr. Kirkwood was never married. He is survived by two brothers and a sister, who live in Scotland.

It has been erroneously rumored and reported in the daily press that T. E. Wells & Co. expected to discontinue the grain business which is in charge of W. M. Timberlake. The fact is that on Nov. 12 the stock department of the firm was discontinued but the grain receiving department will be continued as heretofore. The many patrons of this firm therefore who have been erroneously informed that the grain business would be discontinued will be glad to learn, if they have not already done so, that the firm desires a continuation of their business as in the past.

Outside demand having been satisfied 10 memberships have been offered to the directors of the Board of Trade under the rule providing for the retirement of the certificates by purchase. Not for 20 years has the demand for memberships been so light. At one time recently not a single application was posted on the bulletin board. Memberships are offered at about \$2,400. The high price a few years ago was \$4,350. The decline in the price of exchange memberships is not confined to Chicago, seats in the New York Stock Exchange having fallen from \$95,000 two years ago to \$53,000 or less. The directors of the Board on Nov. 19 offered \$2,000 each to applicants whose notice had been posted 10 days, good for acceptance in 48 hours.

I have just returned from a trip thru southern Illinois and northern Missouri which I made to see for myself the situation as it exists in the country. I found a poor crop of corn in Illinois. There is quite a decrease in yield. The farmers started to gathering corn too soon, and it has been cribbed too damp and in poorly ventilated bins and a great deal of it will mold. The farmers do not appear anxious to sell. I think, however, if it turns cold for the next 3 weeks there will be a large movement. The country banks are in good condition. They are telling the farmers to sell their corn at prevailing prices and stating that they will not loan them money to buy cattle or hogs to feed. The decrease in feeding will insure more corn being marketed. Corn in northern Missouri is very fine on the upland. It was too wet in the bottoms. I believe the upland corn will average 45 to 50 bushels per acre while southern Illinois corn will not make over 35 bus. The farmers are financially in good condition and well able to stand shrinkage in values.—W. H. Perrine.

Chas. N. Miller, who died recently had been in the grain trade for 30 years. As a member of the firm of W. S. Miller & Co., of New York, he made money, and 25 years ago became a prominent grain speculator on the Chicago Board of Trade. He was confidential secy. of C. R. Cummings, when the latter was constructing the Nickel Plate road, and since then has been engaged in writing market

letters. He was editor of the "Echoes of the Board" a market publication issued a number of years ago. E. W. Wagner, for whom deceased wrote market letters at the time of his death, pays him the following tribute: Mr. Miller was a man of gentle and noble character, endowed with those instincts of sterling integrity inherent in the sturdy New England stock from which he sprang. Possessing a wide and thoro knowledge of literature which, combined with an intimate knowledge of the affairs of life gained through years of practical business experience, enabled him to speak with authority. Mr. Miller was a man amply qualified to write upon the markets and all that had to do with making of prices. His market letters were unique, both because of the excellent style in which they were written and the rare gift he possessed of judging of conditions with an accuracy that warranted him in expressing his opinions with conviction. Always Mr. Miller wrote what he believed to be the truth. He was not in the habit of rushing to hasty conclusions, but only after a thoro study of basic conditions did he formulate and express his ideas. The work in which he was engaged afforded him a pleasure that was heightened by the fact that he had sufficient reason to feel that he had achieved success in his writings. In his death we have sustained the loss of one whom we held in high esteem as a friend and valued most highly in a business way.

COLORADO.

Fort Collins, Colo.—The San Luis Valley field pea competition has been very successful in enlisting the interest of farm youth in the improvement of this, the principal crop of the valley. Each contestant was sent free of charge 250 hand selected peas of a very choice grain yielding variety, and over 200 boys and girls in the valley joined the competition club. The one winning first prize was awarded \$20; second prize, \$15; third prize, \$10; fourth prize, \$5. These are to be awarded annually for the three years. The one winning best over all for the three years 1907-08-09 shall be awarded a gold medal worth at least \$50. The winner of the first prize, Miss Hannah Heersink, grew a plant with 686 pods on the vine containing 3,022 peas, weighing 1 lb. 10 oz. At this rate an acre would yield 131,625 bus., an unprecedented product. In view of the possibilities Professor W. H. Olin of the agricultural college urges that all try to raise the present average yield of field peas from 22½ bus. to near 50 bus. per acre and to increase the acreage from 100,000 to 250,000 acres.

Fort Collins, Colo.—W. H. Olin, pres. of the Colorado Grain & Seed Growers Ass'n has appealed to the members of the Ass'n to take an active part in making its exhibit of grain and forage at the coming Western Livestock Show, Denver, a representative and successful one. The show is an annual one, held in January, and if the grain growers make their first attempt a creditable one the management of the show will probably make the grain and forage section a permanent feature. Farmers from all sections of the Rocky Mountain states are urged to compete for the prizes offered for the best displays of sheaf grain, threshed grain, forage, stock roots and feeding stuffs. About 60 cash premiums will be awarded to the winners. For threshed grain the following premiums will be offered. 1. Best 25 pounds oats, 1st, \$4; 2d, \$2.

2. Best 25 pounds Bald barley, 1st, \$4; 2d, \$2. 3. Best 25 pounds feed barley, 1st, \$4; 2d, \$2. 4. Best 25 pounds Emmer (speltz), 1st, \$4; 2d, \$2. 5. Best 10 ears Flint corn, 1st, \$4; 2d, \$2. 6. Best 10 ears Dent corn, 1st, \$4; 2d, \$2. 7. Best 25 pounds field peas, 1st, \$4; 2d, \$2.

IDAHO.

Nez Perce, Idaho.—When the money stringency reached this place early in November the grain buyers announced that they would receive grain on account, but would not pay any money.

ILLINOIS.

Lanesville, Ill.—Metcalf & King's eltr. was burned at 1 a. m. Nov. 20.

Mechanicsburg, Ill.—The eltr. of O. H. Fullenwider is nearing completion.

Taylorville, Ill.—John Twist will manage the eltr. of Twist Bros. recently bot.

Peoria, Ill.—A meeting of the Peoria Local Ass'n has been called for tomorrow evening.

New Berlin, Ill.—The Farmers Eltr. Co. has a force of men at work on the erection of its eltr.

Newman, Ill.—Wm. J. Roller is erecting an addition to his eltr., and also making it absolutely fireproof.

Assumption, Ill.—The Lacharite-Jacobs Grain & Lumber Co. has changed its name to Lacharite Grain Co.

Harmon, Ill.—Frank Hetteringer has the addition to his eltr. about completed. He will also build a coal shed.

Bushnell, Ill.—S. A. Hendee is installing an Avery Automatic Scale in his eltr. with a capacity of 1,000 bus.

Maple Park, Ill.—Silas Foote, of Virgil, has removed to this place and will take charge of the eltr. of C. Keefe & Co.

Prentice, Ill.—The Prentice Farmers Eltr. Co. has installed an Avery Automatic Scale, with a capacity of 1,000 bus.

Harlan, Ill.—The Neola Eltr. Co. is tearing down its old cribs and will have them rebuilt on its property near its eltr.

Lincoln, Ill.—The Lincoln Grain Co. has replaced its scales which were recently taken up with a Fairbanks-Morse Scale.

Harrisburg, Ill.—The Wolcot Milling Co. is installing an Avery Grain Scale in its eltr. It has a capacity of 1,000 bus. per hour.

Spires, Ill.—The Spires Eltr. Co. has let the contract to Henry Lesch, for the erection of an addition to its eltr., at a cost of \$4,870.

Galesburg, Ill.—Glenn R. Swank & Co., incorporated, capital stock \$12,000; incorporators, C. M. Swank, L. W. Sanborn and P. S. Post.

Havana, Ill.—McFadden & Co. have bot from the Avery Scale Co. an automatic scale for their eltr. It has a capacity of 1,000 bus.

Milford, Ill.—The Herron-Patterson Co. will install an Avery Automatic Scale in their eltr. with a capacity of 2,000 bus. per hour.

Williamsfield, Ill.—Glenn R. Swank & Co. have bot the two eltrs., corn cribs and business of Chas. C. Davis & Co.—Glenn R. Swank.

Clinton, Ill.—A landlord has brot a suit against the Rogers Grain Co., of Chicago, to recover the value of grain sold by a tenant. In its defense the company will set forth that every cent has been paid the tenant, and that it has been

the custom of the company to buy the grain of this tenant, paying the cash to him.

Lewiston, Ill.—The eltr. of Thomas A. Brown is in the hands of 21 farmers and business men who will organize to make it a co-operative eltr.

Fletcher, Ill.—I have leased my eltrs. at this place to the Hawthorne Grain Co., which has taken possession.—J. E. Hawthorne, of Bloomington.

Bryce Sta., Milford, P. O., Ill.—The Bryce Farmers Eltr. Co. will install an automatic scale, with a capacity of 1,500 bus. bot from the Avery Scale Co.

Carmi, Ill.—While shredding corn on his farm near Albion David Greathouse on Nov. 16, caught his arm in the shredding machine and it was literally chopped off.

Champaign, Ill.—C. A. Dickey, of Assumption, has bot the cereal mill and eltr. of G. H. Spannagel. Mr. Spannagel will remain with Mr. Dickey for some time.

Arrowsmith, Ill.—The Arrowsmith Grain, Lumber & Coal Co. has just completed its 30,000-bu. eltr. and Skillin & Richards Mfg. Co. is installing the machinery.

East Lynn, Ill.—We have sold our eltr. on the west side to E. M. Grundstedt & Co., of Rankin, Ill. We still have one eltr. here, and one at Fountain Creek.—Wheelock & Peterson Bros.

Barnett, Ill.—Barnett Bros. have dissolved partnership, and a new firm has been organized under the name of G. W. Barnett Grain & Mercantile Co. G. L. Barnett will be the manager.

Brocton, Ill.—The Brocton Eltr. Co., incorporated, capital stock, \$15,000; incorporators, William C. Price, J. W. Shepherd and James W. Cryce. The company will deal in grain, hay and fuel.

Yuton, Ill.—Adam Metzger, of Spencerville, Ind., has bot the store and eltr. at this place of George W. Piper of Dry Grove. Mr. Piper will leave the middle of Dec. for Ordway, Colo., for the benefit of his wife's health.

Pekin, Ill.—Country dealers are refusing to accept corn on contracts made at higher prices unless it grades No. 3 or better. The grower will be required to hold his corn in crib until it cures out into condition to bin or ship.

Seneca, Ill.—The Seneca Grain, Lumber & Supply Co. has decided to build an eltr. so as to handle all of the grain offered. Last year the company turned away 100,000 bus. of corn on account of lack of cars and storage room.

Alton, Ill.—Capt. D. R. Sparks, pres. of the Sparks Milling Co., died Nov. 10. Altho 84 years old, he had been at his desk up to the preceding week. His departure leaves sad hearts in the breasts of many grain dealers—the friends of a life time.

The reply of the St. Louis Merchants Exchange to the resolutions adopted by the Illinois Grain Dealers Ass'n regarding discontinuing the interest charge on advances, and the reply of the Chicago Board of Trade to the resolution against reduced discount on No. 3 corn applied on contract, and fees for weighing grain, appear in another column of this number of the Journal.

Peoria, Ill.—The Peoria Commission Co., which is another name for Max Cohen, is charged by Geo. B. McClellan, a farmer of Yates City, with having swindled him on a deal involving two

cars of hay. McClellan declared the hay was a fine quality of timothy, worth \$19, and Cohen wrote it was only an inferior quality of distillery hay and that the best they could get for it was \$7.25 per ton, remitting him a check for \$129 for the 22 tons.

West Brooklyn, Ill.—The Farmers Eltr. Co., recently incorporated, has bot the eltr. of the Neola Eltr. Co. for \$8,000. Mr. Barnes, who has been operating the eltr. for the company will be transferred elsewhere. Will Long, who formerly operated the eltr. will be engaged by the farmers.

Virginia, Ill.—George H. Henderson is building a grain eltr. on his property near the Baltimore & Ohio Southwestern, which will have a capacity of 20,000 bus. He is building feed sheds adjoining and will use the eltr. for handling grain for feeding. He has 35,000 bus. of corn bot, most of which is in the fields.

INDIANA.

Stewart, Ind.—Pence & Goodwine are building an eltr. on the C. I. & S. Ry.

Argos, Ind.—We have succeeded A. J. Hosler in the grain business here.—Isaac Reed.

Tipton, Ind.—Mr. Smith has succeeded Smith & Richey, Mr. Smith having bot the interest of Mr. Richey.

Brems Sta., Nickle Plate, P. O., Ind.—We have painted our eltr.—W. V. Spellman, agt. Travis-Emmick Co.

Gings, R. F. D. No. 11, Rushville, Ind.—The Alexander Grain & Coal Co. has succeeded Jackson & Alexander.

Lafayette, Ind.—Grain dealers met at the hotel Lahr recently and discussed the handling of the new corn crop.

Curryville, Ind.—Next spring I will remove my eltr. from Curryville to Peterson.—G. T. Burk, Decatur.

Goldsmith, Ind.—G. G. Davis is building a new eltr. which will be ready for business about the first of the year.

Delphi, Ind.—H. Kerlin & Sons eltr. together with much grain was burned Nov. 19. Loss, \$25,000; insurance, \$17,000.

Sec. 5,516 of Ind. statutes provides that, "Contracts made by telegraph between two or more persons, shall be considered as contracts in writing."

New Richmond, Ind.—The machinery for the 50,000 bus. addition of the Union Eltr. Co., is being furnished by the Skillin & Richards Mfg. Co.

Hobbs, Ind.—Mr. Richey has bot the eltr. formerly owned by M. M. Hobbs, and put in a flour exchange and will handle salt, coal and grind feed.

Akron, Ind.—The east eltr. of F. Stoner & Co. was burned Nov. 12. Loss, \$15,000; insurance, \$3,000. The fire started in the engine room of the eltr. and quickly spread.

Aylesworth, Ind.—Jones Bros., whose new eltr. was recently completed by the Reliance Construction Co. has awarded the contract for machinery to Skillin & Richards Mfg. Co.

As verbal contracts amounting to \$50 or more are not valid in Indiana, it behooves the grain dealers of the state to refuse to contract for a farmer's grain without it is writing.

Severe punishment awaits the grain dealer who ships stored grain out of Indiana, under section 8726 of the Revised Statutes, page 1221, Vol. No. 3, giving the depositor power to go into court and

have the shipper indicted and heavily fined or imprisoned. For his own protection the dealer is advised to have stamped or written across the deposit ticket, authority to ship the grain out of store.

Indianapolis, Ind.—Specific rules for the distribution of cars to mines in time of car shortage have been prescribed by the state railroad commission in the complaint by the Calora Coal Co. against the Southern Indiana Ry. Co.

Remington, Ind.—McCray, Morrison & Co. have sold their interest in the Remington Grain Co. to J. A. Washburn and S. G. Hand, the resident members of the firm, who will continue the business under the old name.—The Remington Grain Co.

"Can Shipper Be Forced to Settle?" is the title of a query in "Asked-Answered" this number which merits close reading by every Indiana reader. We hope every one will give us his views on the subject for publication in the Dec. 10th Journal.

Brook, Ind.—The old eltr. of Lyons, Esson & Light was burned Nov. 17, with 16,900 bus. of oats, on which there was 5,000 to 6,000 bus. of salvage. The loss on the grain was more than covered by the \$11,500 insurance. Insurance on building \$6,500.

Fairland, Ind.—Granville S. Harrell died Nov. 9, at the age of 83 years. When Mr. Harrell was 19 years old he came from Virginia with his parents. He has been engaged in the grain business in Fairland for the past 20 years. One year ago this month he retired from active business. He is survived by four daughters, one son and his wife.

Los Angeles, Cal.—I built an eltr. at Union City, Ind., in 1903, and organized the Mead Grain Co. of that place. In May I sold all of the stock which was held by the Mead family and since then have been traveling in the west, mainly in Colorado and California. Having lost all track of the grain trade I desire to post up a little now that I am settled long enuf to get some mail, and I want the Grain Dealers Journal.—S. D. Mead.

Frankfort, Ind.—D. L. Brookie and Alfred Betts have sold their interests in the city mills and eltr. to J. T. Sims and the latter becomes sole owner. Brookie, Betts and Sims only recently bot the property from Dillen & Sellers. Mr. Brookie moved here at that time from Tipton and he will remain here and will look about for another eltr. Mr. Sims will be assisted in the management of the mills and eltr. by his son, Carl W. Sims, who has been looking after an eltr. owned by them at Oakland, Ill. Frank Lane of that place will now manage the eltr.

IOWA.

Union, Ia.—The farmers have taken bids for an eltr. building.

Downey, Ia.—The D. Rothschild Grain Co. will erect an eltr. here.

Dysart, Ia.—Mr. Claussen has rented the new eltr. of C. E. Holcomb.

Roland, Ia.—Swenson, Britson & Erickson have bot the eltr. of Cooke Bros. Grain Co.

Farlin, Ia.—The Neola Eltr. Co. has closed its eltr. at Jolley, and W. M. Leonard, the manager, will take charge of its eltr. here.

Perry, Ia.—W. R. Grant has leased the eltr. of Wm. Wolf, for the coming year, as well as his business at Gardiner. The

business here will be in charge of his brother-in-law, O. Allshouse. Mr. Wolf will retire from the management of the property.

Des Moines, Ia.—Coehn Bros. have bot the old starch works and 100 acres of land, and it is proposed to remodel it into a flour mill.

Akron, Ia.—Our new eltr. is rapidly nearly completion and we will be ready for business by Dec. 1.—A. R. Whitney, pres. Farmers Grain Co.

Kelley, Ia.—Do not insert my advertisement any more in your good paper, the Grain Dealers Journal, which helped me sell my mill.—J. M. Johnston.

Huxley, Ia.—The Farmers Eltr. Co. will build eltrs. at this place, Des Moines Junction Sta., Van Wert P. O., and Alleman, no P. O. on the F. D., D. M. & S. electric line.—J. M. Johnston, Kelley, Ia.

Decorah, Ia.—The farmers have held several meetings to discuss the organization of an eltr. company and appointed a committee to draft a constitution and by-laws.

Jamaica, Ia.—The Farmers Grain & Coal Co. which recently bot the two eltrs. of W. E. Moore, has incorporated, capital stock \$10,000; incorporators, D. W. Myers and others.

Council Bluffs, Ia.—Droge Bros. have bot suit against W. W. Young to recover \$300 damages for alleged failure to deliver 2,000 bus. of rye at 72 cents per bu., on contract.

Creston, Ia.—The safe of Wray Bros. was broken into and about \$300 stolen. One of the back windows was put in upside down, and it is thought that the burglars entered thru it.

Waterloo, Ia.—Crighton & Co., of the Chicago Board of Trade, have opened offices at this place. Harry E. Gale, who has represented the firm on the road for the last 6 years, will be here permanently.

Cedar Rapids, Ia.—The Northern Grain Co. has bot suit against Will Feyerabund for failure to deliver 1,000 bus. of oats at the agreed price of 33½¢ per bu. The oats were contracted for while they were in the field.

Council Bluffs, Ia.—C. H. Cooper has bot suit against J. U. Reesy, the D. Rothschild Grain Co. and the Stuhr-Reesy Grain Co. to compel the performance of a contract under which an eltr. at Minden was to have been transferred to Cooper with 25 shares of stock in the Stuhr-Reesy Grain Co.

Sioux City, Ia.—The grain dealers and bankers of northeastern Nebraska and southeastern South Dakota met here Nov. 12 to adopt some methods of opening the eltrs. and to resume buying grain. The plan that was adopted was to stamp all grain checks "Payable in Sioux City or Omaha Exchange" and this plan is working satisfactorily.—Geo. Terwilliger.

Ireton, Ia.—R. L. Staben, who for several years was with Terwilliger & Dwight has succeeded D. J. DeBeer as mgr. of the Farmers Co-operative Ass'n, which has completed the remodeling of the mill bot of A. G. Ensign, as reported in this column Aug. 10, into an eltr. of 30,000 bus. capacity. The company has bot J. H. Queal's lumber yard.

Des Moines, Ia.—The Iowa Railroad Commission has issued the following order on minimum carload weights: Where cars of certain dimensions are ordered by shippers and railway company is unable to furnish same, notation to this effect will be made on way-bills and

cars will be billed at the minimum weight applicable on the size car ordered; provided, however, that car 36 feet long, inside measurement, will be the minimum in such cases.

KANSAS.

Mayetta, Kan.—The eltr. of Cooney & Miller is about completed.

Kanopolis, Kan.—Weber & Peirano of Wilson, have just completed an 18,000-bu. eltr. at this place.

Pratt, Kan.—The eltr. which is being built on the farm of B. F. Latshaw is completed. It has a capacity of 8,000 bus.

Topeka, Kan.—The management of the Midland Eltr. Co. has instructed its agents to resume buying grain, after a suspension of 10 days or 2 weeks.

Wakefield, Kan.—I have bot the eltr., coal and feed business at this place of A. W. Schenberger, and took possession Nov. 1.—W. H. Beatty, late of Concordia.

Bigelow, Kan.—I have bot the eltr. here of the Baker-Crowell Grain Co. and will move here soon. I sold my eltr. at Jamestown, to Gifford Bros.—J. L. Wilkin.

Wichita, Kan.—I am now located at this place, succeeding J. A. Woodside with the Empire Grain Co. I was formerly at Newport.—J. A. Bushfield, local mgr. Empire Grain Co.

Topeka, Kan.—In his suit against the Kansas Millers Club the atty.-general of Kansas will soon file an amended petition of 131 pages containing specific instances of alleged trust practices.

McPherson, Kan.—Fire started in the office of the Farmers Eltr. Co. Nov. 12 at 9:15 o'clock p. m. The building is of wood standing apart from the eltr. Before the water was turned on the interior of the building was ablaze. Manager Hawkins succeeded in saving the books and a few office fixtures. At 1:30 in the morning the building again caught fire from sparks. It was almost totally destroyed.

Chetopa, Kan.—I have completed the sale of my home and business, for a farm near town, to C. N. Bunds, who will soon take possession. He first saw my advertisement in the Grain Dealers Journal, and allow me to say to readers: If they want a buyer, advertise therein. We both seem well satisfied with our trade. Mr. Bunds is a rustler in the grain trade which he has followed for the past 10 years. As I am nearly three score and ten I will of course not buy grain in the future, but rest contented on what I have done.—F. P. Miller

KENTUCKY.

Louisville, Ky.—James Callahan, founder of the firm of Callahan & Sons, grain receivers and shippers, died Nov. 12, aged 85 years. He had been in poor health for several months. At an early age he was apprenticed to a miller, and at the age of 22 he engaged in the milling business on his own account. Several years ago he gave up the cares of business and his grain and milling plant is conducted by three of his sons.

MARYLAND.

Baltimore, Md.—Out of 1,964 cars of grain received at this market during October 793 were found to be in bad order upon arrival.

Baltimore, Md.—Pres. Blanchard Randall has appointed five members to represent

the Chamber of Commerce at the Rivers and Harbors Congress to be held at Washington, Dec. 4, 5 and 6.

Baltimore, Md.—Henry C. Wright, pres. of the Hay, Grain & Flour Co., killed himself Nov. 11, at the age of 60 years. Inability to get cash for business transactions is supposed to have been the cause.

Baltimore, Md.—Our business has been growing for several years past and as a natural result we have taken up the export end in connection with our regular receiving business. Edwin Hewes, who has been connected with the exporting of grain for many years and who was formerly with the Canton Export Co., has charge of this branch for us.—Pitt Bros. Co.

Baltimore, Md.—The corn committee of the Chamber of Commerce, thru its chairman, J. Collin Vincent, has presented a communication from the Maryland Seedcorn Breeders' Ass'n thru W. Irving Walker, a member of a committee which purposes to have an exhibit in connection with the State Horticultural Society Dec. 3 and 4. The importance of improving the wheat and corn crops of the state appealed forcibly to the members of the board, and a committee consisting of Pres. Randall and Hiram G. Dudley, J. Collin Vincent and C. Bosley Littig was appointed to act in the matter and \$300 was appropriated to offer as premiums, in the discretion of the committee.

MICHIGAN.

Grass Lake, Mich.—The Grass Lake Eltr. Co., incorporated, capital stock \$5,000.

Richmond, Mich.—Wm. H. Acker, pres. of the Richmond Eltr. Co., has been elected a member of the Michigan constitutional convention by a vote of 182 out of a possible 194. Mr. Acker did not seek the office. The importance of drawing up a constitution for the good of all the people of the state led the voters of his district to choose a delegate distinguished for his sound judgment and foresight.

MINNEAPOLIS.

The Chamber of Commerce will decline the invitation of the Dept. of Commerce and Labor to attend a meeting of the Board of Trade of the country.

The money situation is said to have been improving since Nov. 14, the banks making time loans on the wheat received. A line eltr. company one day was given \$100,000 in cashier's checks, which were sent to country agents in denominations of \$5, \$10 and \$20.

Two men caught stealing wheat from a leaking car in the Milwaukee yards were recently fined \$15 each. Judge Waite said to the culprits: "Pass it around among the people who make a business of this sort of thing, that it is going to be expensive from now on. I have been lenient, but I shall be lenient no longer."

George W. Peavey has resigned as an executor of the estate of Frank H. Peavey and his resignation has been accepted by Judge George E. Smith of the probate court. The account shows that the estate, appraised at a value of \$3,744,284 in 1902, has increased in value \$2,522,755, and that the total estate showed a value of \$6,267,039. The bulk of the estate has been transferred to the three heirs, George W. Peavey, Mrs. Frank B. Heffelfinger

and Mrs. Frederick B. Wells. There is still in the hands of the executors \$1,220,746.67.

MINNESOTA.

Hope, Minn.—A. Speltz and Theodore Speltz will open an eltr. here.

Dassel, Minn.—Olof Anderson is the new buyer for the Farmers Eltr. Co.

Truman, Minn.—H. A. Fuller has resigned as grain buyer for the Hubbard & Palmer Co.

Lafayette, Minn.—M. J. Hedron has again taken charge of the eltr. of the Farmers Eltr. Co.

Dalton, Minn.—The Farmers Eltr. Co. will erect a new eltr. in the spring, with a capacity of 30,000 bus.

Long Prairie, Minn.—J. F. Woodward has succeeded F. J. Stephan as buyer for the Farmers Eltr. Co. here.

Madison, Minn.—The Minnesota & Dakota Grain Co. has opened for business with S. E. Thompson in charge.

Luverne, Minn.—Mr. Keenan of Fountain, has moved his family here and will buy grain for the Hubbard & Palmer Co.

New York Mills, Minn.—Olof Pary, J. H. Muckala and others are interested in the organization of a farmers eltr. company.

Adrian, Minn.—The Adrian Co-operative Grain Co., a new organization, has bot the eltr. of the Hubbard & Palmer Co. The new company will take charge about Dec. 1.

Mankato, Minn.—Chris Danielson, local dealer in farm implements, has issued a circular to farmers stating that he will accept grain checks of the eltr. companies in payment for machinery.

Lanesboro, Minn.—Ellin Bothum was almost suffocated in a grain bin, recently. While unloading grain he slipped and fell down the eltr. shaft into the bin, and before he could be taken out, over 100 bus. of barley poured in on him. In a few minutes more he would have been dead.

Lynd, Minn.—We have just completed and painted our new coal sheds and are ready to supply our patrons with coal. Last fall's grain business, taking everything into consideration, is fully up to, if not better than previous year. We are buying grain again at highest market prices.—Jno. Moffatt, agt. E. S. Mooers & Co.

Stephen, Minn.—A 9-year old lad on his way home from school, Nov. 21, in play jumped over the shaft extending from the engine house to the grain eltr. The boy's blouse became entangled on a set screw on the unprotected revolving shaft, and instantly he was drawn around the shaft and hurled against the ground with such force that his bones were broken, and he died instantly.

St. Paul, Minn.—The complaint by W. C. Edgar that inspectors were passing some frosted wheat in No. 1 grade was heard by the warehouse commission Nov. 12, and the grain board of appeals stated that none of the wheat, passed as the higher grades, contained frosted wheat to any extent. No change will be made in the present system. The millers, headed by Jas. P. Quirk and W. C. Edgar, alleged that the inspectors and the board of grain appeals are too liberal in grading wheat that is crinkled.

St. Paul, Minn.—In a bulletin issued Nov. 18 the state railroad and warehouse commission gives the opinions of the atty.-gen. on the new reciprocal demur-

rage law. If only three cars are ordered they must be furnished in forty-eight hours at terminal, and seventy-two hours at intermediate stations, but for every additional car ordered over the three in any one day the carrier is given additional time as provided by the statute. Unless relieved by the provisions of section 11 it is the duty of the company to furnish all cars ordered within the time provided by section 1, and if it fails in this regard it is liable to pay the shipper \$1 a day for each car it fails to furnish. The order for cars must be in writing and made in good faith with the intention and ability on the part of the shipper to actually make the shipment. Penalties and damages provided by the act can be recovered in actions brought in the courts and cannot be enforced thru the commission.

MISSOURI.

Adrian, Mo.—The Farmers Eltr. Co. bot the eltr. of the Adrian Eltr. Co. Dec. 1, 1906.—A. J. Erhart.

Kansas City, Mo.—The Kansas City Southern Eltr. Co. recently incorporated, has bot the Gulf eltr. plant and has leased it to the J. Rosenbaum Grain Co.

Anniston, Mo.—The Farmers Warehouse & Eltr. Co., incorporated, capital stock \$2,200; incorporators, Frank Hatton, John H. Walker, Jacob Kuchner and others.

St. Louis, Mo.—The stock of grain in the Advance and Venice Eltrs. is now sold for May delivery, the C. H. Albers Commission Co. during the past week having bot in the December hedges and sold the May.

Kansas City, Mo.—Chas. H. Ridgway, secy. of the Western Millers Mutual Fire Insurance Co. was in a runaway accident recently, but luckily escaped without serious injuries. After a day or two he was able to attend to his work.

Kansas City, Mo.—J. F. Parker has resigned the office of vice pres. of the Board of Trade, and F. G. Crowell has been chosen in his place. F. E. Essex has succeeded Mr. Crowell as second vice pres., and Geo. F. Carkener has been elected a director.

Kansas City, Mo.—The atty. for the state railroad and warehouse commissioners is taking testimony in Iowa and Minnesota, on the rates charged in those states, to be used in the hearing on the new distance tariff promulgated by the commission.

Kansas City, Mo.—The Kaw Grain & Eltr. Co. is defendant in a suit brot by A. V. McKim to recover \$10,000 damages for injuries sustained while employed as watchman in March, 1906. He was severely burned and scalded by the bursting of some pipes.

St. Louis, Mo.—Fifteen private telephone booths have been installed on the trading floor of the Merchants Exchange for commission firms who operate in the grain pit. The trader in the pit is notified that he is wanted by the electrical flashing of a number on his booth.

St. Louis, Mo.—John Dower, an eltr. man and grain expert of this place, has accepted a position as manager of the Merchants Exchange weighing bureau. He succeeded H. J. McGehee, who recently resigned to represent the milling firm of Ballard & Ballard of Louisville, Ky.

St. Joseph, Mo.—R. E. Potts, deputy grain inspector at Kansas City, is en-

deavoring to earn his salary by political work. He visited this city Nov. 15, circulating a petition for the nomination of John A. Knott of Hannibal, Mo., to succeed himself as a member of the state board of railroad and warehouse commissioners.

Kansas City, Mo.—E. H. Seaver of the Moore Grain Co. has bot the Board of Trade membership of F. E. Pratt, who will engage in other business. The membership was bot a month ago, but delivery was not made until Nov. 1. The price paid was \$2,500, which covered the transfer fee of \$500. Mr. Pratt had been connected with the Board of Trade for over 16 years.

Kansas City, Mo.—Trading before or after regular hours has been prohibited by the Board of Trade in a resolution effective Nov. 13. For a few days there was no trade on the curb, but the dealers in privileges and in grain after the close found a broker's office facing the lobby of the building a convenient place in which to resume the transactions forbidden in the exchange hall.

Kansas City, Mo.—Commissioner Wightman, who objected to the illegal removal of Chief Inspector Tedford, now objects to the payment of Tedford's back salary from the grain inspection fund, holding that the other two commissioners, who were guilty of violating the law as decided by the supreme court, shud pay the amount out of their own pockets, as well as the fee of the special attorney they employed to represent the commission in the suit brot by Tedford for reinstatement.

Kansas City, Mo.—On complaint that the Empire Eltr., owned by the Heim Brewing Co., was doing a storage business without a license the state railroad and warehouse commissioners recently heard testimony by Jos. J. Heim that space is rented to only one firm, the Waggoner-Gates Milling Co. and that the eltr. is not conducted as a public eltr. The space rented by the milling company is for 125,000 bus. or 75,000 bus. in excess of the capacity required in a public house. Pending an opinion from the atty-gen. the board took the question under advisement.

MONTANA.

Billings, Mont.—Flax is being grown here successfully and a linen mill may be established by Massachusetts men who are in correspondence with citizens.

Bozeman, Mont.—The Farmers Alliance Co. has bot the Farmers & Merchants eltr. at this place and has a new plant at Belgrade.—Benepe-Stanton Grain Co.

Bozeman, Mont.—We are indebted to H. S. Buell of Bozeman for samples of Big Four Oats, chevalier or 2-row barley and hullless barley, all of the splendid quality for which Montana is becoming famous. The oats were grown at Belgrade and a 40-acre field weighed out 3,200 lbs. per acre. The chevalier barley yielded 2,600 lbs. per acre and was sold at \$1.54 per cwt. on track Bozeman. The hullless barley presents the handsomest appearance, a smooth, amber-colored and translucent berry rivaling macaroni wheat in hardness. The yield of this grain was 2,500 lbs. per acre, and it was sold to a cereal mill of Chicago at \$1.30 per cwt. f. o. b. Bozeman, making the value of the crop double the price of the land that produced it.

NEBRASKA.

Brock, Neb.—The Brock Grain Co. is remodeling its eltr.

Rokeby, Neb.—Charles E. Comstock has bot the eltr. of Gilbert Bunnell for \$3,000.

Omaha, Neb.—The capital stock of the Updike Grain Co. has been increased to \$2,000,000.

Valparaiso, Neb.—The Valparaiso Grain & Lumber Co., incorporated; capital stock, \$20,000.

Omaha, Neb.—Rules for the inspection of provisions are to be adopted by the Grain Exchange.

Omaha, Neb.—E. E. Bruce, A. L. Reed and A. C. Smith were re-elected directors of the Omaha Grain Exchange.

Axtell, Neb.—F. A. Porter has succeeded T. H. Deakin as agt. for C. B. Seldondridge. Mr. Deakin has removed to Cowles.

Brady Island, Brady P. O., Neb.—J. J. Egan, who has had charge of the eltr. of the Omaha Eltr. Co. at Grand Island, will take a similar position here.

Loomis, Neb.—The Loomis Grain & Milling Co. is installing a small automatic scale in its mill for weighing grain to the roll. It was bot from the Avery Scale Co.

Omaha, Neb.—The grain firms of this city having eltrs. thru the state have resumed buying grain in the usual way. Omaha banks have arranged to provide the grain firms with funds to pay for grain with bank paper.

Omaha, Neb.—The Trans-Mississippi Grain Co. has moved into its new offices in the Brandeis block. Nearly all the grain concerns doing business in the state and city have offices in this building on the seventh floor.

Lincoln, Neb.—The Burlington road is preparing to put in an emergency rate on corn for feeding to parts of the state where the crop was light. The Railway Commission has given permission, and it has received word that the company would soon issue new tariff sheets.

Omaha, Neb.—J. H. Wright, Jr., for 12 years with Omaha Eltr. Co., has bot the interest in the Nebraska-Iowa Grain Co., of Arthur English. Mr. Wright will be assistant manager and treas. Mr. English will take an extended trip and probably spend the winter in Europe.

Omaha, Neb.—We note in the Journal of Sept. 25 two or three paragraphs regarding the Phelps-Donahue Grain Co. We are rather surprised to see such articles, as we have done considerable business with this firm since they opened their office in Denver, and our business has been handled by them very satisfactorily.—Updike Grain Co.

Lincoln, Neb.—In its reply to the complaint of the Co-operative Grain Ass'n of Manley, Neb., the Missouri Pacific Railroad Co. challenges the jurisdiction of the state railroad commission to hear applications to compel railroads to build side tracks. The railroad company alleges that the law enacted by the last legislature places such cases under the jurisdiction of the district courts.

Lincoln, Neb.—The rule of the Supreme Court in the cases of the Central Granaries Co. and S. Richards, reported in the Journal Nov. 10, 1906, and July 25, 1907, is explained by the trial court in overruling a motion for rehearing, as follows: The average capital of

grain dealers is not the average of the total capital used in the business, but is the excess of such capital over the real estate and other tangible property which can be assessed separately. Average capital is not average purchases or average sales and cannot be found by adding together the amount of purchases or the amount of sales during the year and dividing the sum by an arbitrary divisor. The average capital is the average of the amount of cash and all other property of every kind used in carrying on the business. If there is an excess of this average of capital over the amount of real estate and other tangible property that can be viewed by the assessor, then such excess is to be added for assessment."

Omaha, Neb.—The Grain Exchange has adopted the following new rule regarding consigned grain being offered for sale on the floor of the Grain Exchange, writes Secy. E. J. McVann: All grain consigned to members of this Exchange for sale on arrival, must be publicly offered for sale by sample on the floor of the Exchange. Any member who violates this rule will be deemed guilty of uncommercial conduct and shall forfeit to the Exchange as a penalty for the first offense the sum of \$10; and the sum of \$25 for each additional offense.

Omaha, Neb.—At the meeting at Sioux City, it was arranged that eltrs. would buy grain from the farmers, giving their usual bank checks or tickets, but stamping them "Payable in Omaha, Sioux City, or Minneapolis exchange." This was done to protect the banks from paying out currency, should they not wish to do so. Such checks or tickets being accepted by all people who would have anything coming from the farmer, they will not work any hardship on any one. These checks or tickets are just as good as they ever were, with ample exchange to take care of them, and they are issued in this way, simply to avoid the use of as much currency as usual.—Merriam & Holmquist Co.

Omaha, Neb.—The state railroad commission on Nov. 12 denied the petition of the Omaha roads to raise the switching charge on grain, and decided to hold an inquiry into switching charges of all kinds. An effective protest had been made at the hearing Nov. 8 by E. J. McVann, secy. of the Omaha Grain Exchange, who said: The Union Pacific and Burlington railroads had been charging \$2 per car for switching grain in the Omaha yards, either from the inspection track to terminal eltrs. or from the breakup track to the eltrs. A similar charge had been made for switching grain from the lines of the Union Pacific and the Burlington to connecting lines when the grain was reconsigned to eastern roads, or switched to eltrs. on the lines of other roads. The Grain Exchange argued that the service was performed in Kansas City by the same road without charge up until a short time ago, when the Union Pacific had published a schedule, which provided for switching cars from the inspection or breakup track free, but making a charge of \$3 per car when switching to tracks of other companies. Mr. McVann said the grain dealers of Omaha contended that the rates on grain from Nebraska points to Omaha were higher than to points the same distance from Kansas City and in view of that fact the switching should be done free to complete the delivery of cars, and believed the expense was fully covered by the high tariff on grain shipped to Omaha.

NEW ENGLAND.

Stockbridge, Mass.—J. M. Buck is building an addition to his block and will install an electric grist mill and grain eltr.

Brocton, Mass.—Winifred E. Bryant, who recently bot the eltr. of Arthur D. Copeland, will improve and enlarge it. The improvements will cost between \$3,000 and \$4,000.

NEW YORK.

Cooperstown, N. Y.—Bolton & Bronner are erecting a grain eltr. at their feed store.

Binghamton, N. Y.—We have sold our interest in the Nickel Plate Mills at Erie, Pa.—American Cattle & Poultry Food Co.

Buffalo, N. Y.—A banquet will be given on the evening of Nov. 26 at the Ellicott Club to the members of the Chamber of Commerce.

Buffalo, N. Y.—The Western Elevating Ass'n has adopted the following rates: ½ cent per bu. for elevating, including to days' storage; storage thereafter ¼ cent per bu. each 10 days or part thereof until grain goes out.

Albany, N. Y.—The public service commission has made the following order: That every railroad corporation transporting freight in carload lots, report to the commission every case in which it has been unable to place a car for loading within four days after the time for which ordered, or, if no time is designated in the order placed for the same, within four days after the receipt of the order. That such report be made daily by the local agent to this commission, no report being required where there has been no failure to place a car within four days.

BUFFALO LETTER.

It is known that a fairly large amount of wheat has been taken for winter storing afloat.

The state farmers are not selling their wheat much, as they cannot get price they did awhile ago and they wait awhile.

The new Burns Grain Co. is in operation, but B. J. Burns is not with it, having taken up the manufacture of automobile supplies.

Octave A. Bruso was very easily elected alderman of the new 17th ward, as he is popular in the ward as he is on 'Change, as the Buffalo representative of Rubins Bros.

It is reported that the Kansas wheat supply is out for the present. It has been bot freely of late by spring wheat millers and comes in by lake as spring wheat does from Duluth.

George E. Pierce, manager of the Kellogg independent eltrs. has been elected pres. of the Niagara Frontier Shippers' Traffic Ass'n. The Kellogg eltr. interest has been a free lance worthy any one's steel in this harbor of late, whether it be shipper, pool-eltr. or railroad.

There is no conflict between the elevators and the grain fleet over winter storage rates, tho there might be if there was not expected to be enough grain to give them all a supply. When the eltrs. charge 2 cents on grain to Apr. 15 there is enough grain to remain afloat by merely adding a half cent to the regular charter rate.

There is much complaint of the loose handling of cars in all classes of trade. Millers say that if they deliver flour at the freight stations it is often put into

cars that should hardly carry coarse freight and grain dealers are always complaining of dirty or leaky cars. The roads are fallen into the hands of people who seem not to know what is required in their business.

Complaint of the railroad service is less than formerly, tho with the shutting of the canal the capacity for eastern grain shipment will be decidedly less than it has been, for the canal has carried as high as a million bushels of grain a week so that with only 3,000,000 bus. coming in by lake in that time the port has been easy. Car shortage has hurt this route very badly in late years.

The Erie Canal is not to close officially till the 10th of December, but the insurance companies refuse to cover boat or cargo for thru business after the 20th, which amounted to the same thing. The boats have always done a good week's business in barley to way points after New York business stopped, but it cannot be done this year. A good season has been had; if the two-months' break had not occurred it would have been a big one.

The Chamber of Commerce is showing its public spirit by getting up trips to inspect improvements here and elsewhere and sending a special committee to Washington to ask for better harbor facilities. If a uniform depth of 23 feet is given to the outer harbor, as will be urged, the winter grain fleet will be fully provided for. As it is the eltrs. will not take anything that will obstruct winter running, which means a matter of 400 feet free, each way from the eltr. leg or for 20 active eltrs., more than three miles.

Demand for grain is heavier than dealers can meet and they are at a loss how to continue business with no promise of a better movement right away. It is feared that there will be an eastern grain famine at this rate and with the railroads so little to be depended on for prompt movement the prospect is not at all pleasing. Especially is this true with barley; and it is by no means pleasant to find the lake season at its close with only a very small supply of barley on hand or to be had. It is not a matter of price, but of finding the barley. An effort was made some time ago to get a supply of Rocky Mountain barley, but the uncertain car movement made it doubtful whether such a venture would pay.—J. C.

NORTH DAKOTA.

Crocus, N. D.—I am now agent of the National Eltr. Co.—Jules Beaudoin.

Bisbee, N. D.—The eltr. of the Woodworth Eltr. Co. is closed for the season.

Hebron, N. D.—I am buying wheat this season for the Farmers Eltr. Co.—Adam Ziegewied.

Drayton, N. D.—We have installed a cleaner in our eltr.—Geo. W. Ion, agt. Andrews & Gage.

Donnybrook, N. D.—The Rothsay Eltr. Co. has closed its house.—J. H. McCarthy, mgr. Farmers Eltr. Co.

Hamilton, N. D.—A new cleaner has been installed by this company.—E. J. Willson, agt. McCabe Bros.

Oakes, N. D.—None of the line houses buying now (Nov. 6) on account of financial squeeze.—C. E. Knox.

Glasston, N. D.—The Northwestern Eltr. Co., and the Interstate Grain Co. have put in gasoline engines. The former has installed an Otto 5 h. p. and the

latter an International 6-h. p. engine.—M. M. Campbell, agt. Northland Eltr. Co.

Goodrich, N. D.—We built an 18,000-bu. annex to our eltr. this fall.—Walter Loudock, agt. Andrews & Gage.

Garrison, N. D.—The McLean County Farmers Eltr. Co. has gone out of business.—Mike Kirchen, agt. C. G. Ireys.

Embsen, N. D.—The Farmers Eltr. Co. has erected a new coal shed and is going into the coal business.—W. C. Maloney.

Brinsmade, N. D.—We have built a 40,000-bu. addition to our eltr.—John Mohitor, secy. Brinsmade Farmers Eltr. Co.

Harvey, N. D.—Senger & Co. have installed a grain cleaner in their eltr.—B. E. Spink, agt. Osborne-McMillan Eltr. Co.

Medford, N. D.—The Sullivan Eltr. Co. has succeeded the Plymouth Eltr. Co.—Geo. E. Lang, agt. Northland Eltr. Co.

Hope, N. D.—The Hope Roller Mill is putting in an electric plant to light the city.—F. E. Vadmir, agt. N. W. Eltr. Co.

Bottineau, N. D.—The Farmers Eltr. Co. has succeeded the McLaughlin Eltr. Co.—T. T. Strong, agt. the Heising Eltr. Co.

Forfar, N. D.—The St. Anthony & Dakota Eltr. Co. did not open its house this year.—P. Carey, agt. Cargill Eltr. Co.

Geneseo, N. D.—New scales will be put in the eltr. of the Thorpe Eltr. Co. this fall.—Roy W. Olsan, agt. Cargill Eltr. Co.

Granville, N. D.—We have added coal and twine in connection with our business.—A. W. Ganoz, secy. the Farmers Eltr. Co.

Noonan (no p. o.) N. D.—I sold my eltrs. at Noonan and Stampede (no p. o.) to the Sullivan Eltr. Co.—A. A. Gad, of Dazey.

Hannah, N. D.—The Hannah Mill Co. has gone out of business for want of a good manager.—A. R. Balfour, agt. Duluth Eltr. Co.

Mylo, N. D.—Chas. Stenson has no eltr. He has only bot one or two cars and is doing nothing.—J. G. Mund, agt. Farmers Eltr. Co.

Garrison, N. D.—We have built an annex to our eltr. making the capacity 55,000 bus.—C. C. Jacobson, agt. Osborne McMillan Eltr. Co.

Max, N. D.—I. L. Berge and the Farmers Eltr. Co. are in the grain business here. C. Okert is a scooper.—F. M. Hunt, agt. Homestead Eltr. Co.

Dickinson, N. D.—The regular dealers are ourselves and Walton & Davis. N. C. Rasmussen is a track shipper, with no eltr.—Agt. Lyon Eltr. Co.

Forman, N. D.—The Osborne & McMillan Eltr. Co. has a warehouse here, but is not doing any business.—Hans Hall, agt. Atlantic Eltr. Co.

McClusky, N. D.—The Great Western Eltr. Co.'s eltr. is filled up with grain. The company is building an annex.—H. C. Wirst, agt. Andrews & Gage.

Dazey, N. D.—Business dull here at present (Nov. 11) on account of low prices and lack of money.—Geo. W. Rasmussen, of the Rasmussen Eltr. Co.

Maddock, N. D.—Grain is moving the slowest in this section of the country it ever has in my experience. Of course the shortage of money has a great deal to do

with it, and now that grain is off the most of them are holding for former prices.—H. L. Dorn, agt. Acme Grain Co.

Ellendale, N. D.—The Ellendale Grain & Produce Co. has leased the eltr. of the Empire Eltr. Co.—F. M. Walter, of the Ellendale Grain & Produce Co.

Lisbon, N. D.—We have built a new coal shed and also installed a new Fairbanks-Morse Gasoline Engine.—Albert H. Johnson, agt. Monarch Eltr. Co.

Drayton, N. D.—No new eltrs. will be built here this season, but Andrews & Gage have installed a No. 4 cleaner.—Wm. T. Morrison, agt. Thorpe Eltr. Co.

Kramer, N. D.—Evenson Bros. & Co., who have a flat house with a capacity of 5,000 bus., intend to build next summer.—Wm. Monadel, agt. Atlantic Eltr. Co.

Glover, N. D.—Glover & Son have installed a new 16-h. p. gas engine to run their feed mill, together with their eltr.—Jas. A. Clemenson, agt. Monarch Eltr. Co.

Forest River, N. D.—The Atlantic Eltr. Co., and the Amenia Eltr. Co. will probably put in direct spouts for loading cars.—H. F. Goode, agt. Northland Eltr. Co.

McKenzie, N. D.—The farmers are trying to raise enough money to buy one of the eltrs. here or build a new one.—M. H. Plowman, agt. McKenzie Merc. Co.

Absaraka, N. D.—I have disposed of my eltr. to the Absaraka Mercantile Co. It has a capacity of 15,000 bus., and is located on the Great Northern Ry.—Wm. Staples.

Fargo, N. D.—Local merchants have sent out 10,000 circulars stating that they will accept grain checks stamped "payable in Minneapolis and Duluth exchange."

Doyon, N. D.—I have erected a new 4-roll Northway Roller Mill in connection with my eltr., and have installed a new 44-h. p. Howe Engine.—C. H. Doyon.

Glen Ullin, N. D.—The Burns Eltr. & Lumber Co., a new organization contemplates putting in lumber and machinery in the spring.—T. W. Lynch, agt. Lyon Eltr. Co.

Martin, N. D.—Southall & Co. have engaged in the grain business here. G. Kalk has 8,000 bus. storage off track and scoops.—A. J. Larkin, agt. Woodworth Eltr. Co.

Donnybrook, N. D.—The Sullivan Eltr. Co. will move its eltr. to the Berthold branch of the Great Northern R. R., about Dec. 1.—E. A. Kranhold, agt. Royal Eltr. Co.

Upham, N. D.—Reiner & Schultz have installed a 10-h. p. Fairbanks-Morse Gasoline Engine, and intend to install a feed mill.—Chas. I. Freeman, Agt. Jno. D. Gruber Co.

Edgeley, N. D.—We will build a new eltr. on ground of the Northern Pacific Railway next year. It will have a capacity of 70,000 bus.—E. E. Manning, agt. Powers Eltr. Co.

Minot, N. D.—The Minnekota Eltr. Co. has bot the eltr. of T. T. Jacobson. H. Elliott is manager for A. A. Robinson.—J. M. Byerly, mgr. Osborne-McMillan Eltr. Co.

McHenry, N. D.—F. R. Cruden has charge of the eltr. of the Dutee Grain Co. The Horn-Jensen-Nicoll Eltr. Co. is a new firm here. H. H. Engstrom is the agent. The eltr. has a capacity of

50,000 bus. and is on the Northern Pacific R. R. W. H. Beacham is the agent for the Great Western Eltr. Co.—H. C. Barber, agt. Farmers Eltr. Co.

Gronna, N. D.—Receipts are very slow on account of conditions at present, but I think there is much grain to be marketed at this station yet.—L. C. Strauss, agt. National Eltr. Co.

Wyndmere, N. D.—The Farmers Eltr. Co. continued paying for grain thru the recent financial flurry. The Monarch Eltr. has been repainted.—M. J. Furlong, mgr. Farmers Eltr. Co.

Dunseith, N. D.—The Farmers Grain Co., a new organization, has bot the eltr. of Winter & Ames. Chas. Allen is the manager.—Jules Beaudoin, agt. National Eltr. Co., Crocus, N. D.

Backoo, N. D.—The Duluth Eltr. Co. put in a new gasoline engine in its eltr. this fall. We have had our house repainted and reshingled.—S. Gudmundson, agt. National Eltr. Co.

Woburn, N. D.—A track buyer at this place, who paid the farmer No. 1 northern price for rejected wheat, with no dockage, is out of commission.—C. E. Miller, mgr. Farmers Eltr. Co.

Ambrose, N. D.—The Miller Eltr. Co., incorporated, capital stock \$10,000; incorporators, Hugh Shaw and Archibald M. Shaw of Harvey, and James L. and Archibald Miller of this place.

New Rockford, N. D.—Andrews & Gage's eltr. which was burned July 4 has not been rebuilt. H. Peoples has a site and may build the coming season.—J. A. McAuley, agt. Dakota Eltr. Co.

Minnewaukon, N. D.—The Farmers Eltr. Co. has bot the eltr. of the North Dakota Realty & Investment Co. The company has enlarged the eltr.—B. C. Hoffman, agt. Great Western Eltr. Co.

Deering, N. D.—C. E. Calkins has placed a new cleaner in his eltr. The Farmers Eltr. Co. has erected a new coal shed, and expects to do lots of business next year.—F. F. Trotter, mgr. Farmers Eltr. Co.

Litchville, N. D.—The D. S. B. Johnston Land Co., of St. Paul, Minn., has a site here and expected to build this fall, but did not and will probably build next spring.—Fred Bettschen, mgr. Great Western Eltr. Co.

Drayton, N. D.—The cashier of the Citizens Bank, Mr. Colley, has been appointed receiver of the Drayton Milling Co., which bot grain of farmers and failed to pay. Jas. Bellamy, Jr., mgr. of the company, is being prosecuted on the charge of having shipped grain out of the state without paying for it.

Fargo, N. D.—Judge Pollock on Nov. 16 modified the injunction restraining Commissioner Ladd from publishing his findings on the bleaching of flour. The Commissioner does not seek to prohibit the millers from bleaching their product, but demands that they label or brand such flour as "bleached."

Munich, N. D.—The Farmers Grain Co., of Minneapolis, Minn., has bot the eltr. of the Burgess Eltr. Co. The farmers here were not worried by the money flurry and held their grain cheerfully, confident they would see good prices as soon as trade was resumed; not much wheat has yet been marketed.—G. E. Arthur, agt. Heising Eltr. Co.

Berlin, N. D.—Evidence in the matter of canceling the license of Andrews & Gage in the state has been referred to the atty-gen. by the state railroad commissioners. It is said that for a few

loads of grain received the firm did not give the storage checks as required by law. To protect itself on its bond from the agent the company has declined to pay these slips until its liability was settled in court. It is alleged the agent was short in his accounts.

Oswald, Sta., Fairmount, P. O., N. D.—The Atlantic Eltr. Co.'s house at Oswald 6 miles west of Fairmount, managed by Mr. Trady, burned last fall and the company has rebuilt a large eltr. The line houses are all well filled with the high price grain, as the railroad companies now (Nov. 11) are unable to furnish cars to move it.—S. H. Blair, mgr. J. K. Elliott Eltr. Co.

Harwood, N. D.—We have opened our eltr. this fall, after being closed for the past two years, and intend to keep open in the future. We are also engaged in the coal business. The Harwood Farmers Eltr. Co., recently incorporated, opened its eltr. Oct. 13. It was built by Honstain Bros. The cost of the eltr. was about \$7,000.—J. Guttormson, agt. Duluth Eltr. Co.

The committee appointed to investigate the grading of grain at Minneapolis, Duluth and Superior, has returned and will report to the governor of North Dakota that it is unable to find the leak thru which grain growers are losing. Altho unable to find anything wrong with the inspection department of Minnesota, M. O. Hall, spokesman for the committee, reiterates that farmers are losing \$3,000,000 a year thru the inspection.

Eldridge, N. D.—The Powers Eltr. Co. has just finished building a new 55,000-bu. house, together with new 140-ft. lumber shed, new coal sheds and a general enlargement of the entire plant. With scarcely an exception this is one of the finest eltrs. and lumber yards in the state. The business increased so in the past two years that it became necessary to rebuild the eltr. and enlarge the lumber and coal sheds, altho only 7 miles from the city of Jamestown, where strong opposition is maintained. The company's manager for both eltr. and lumber business is R. W. Freeman, who holds his trade and keeps it increasing.

Zeeland, N. D.—This is a thriving village 5 years old, of 300 inhabitants, on the C. M. & St. P. R. R., in the fertile grain growing district of McIntosh County. The population in and around Zeeland is entirely German. Two new eltrs. have been erected within the past year, those operated by Henry Hafner and the Farmers Eltr. Co. When John P. Schott completed his eltr. a year ago it was completely filled in 6 days to its capacity of 25,000 bus. On one day, Nov. 3, 1906, he took in 6,400 bus. of wheat and flaxseed. A fotograf showing the many wagons waiting to unload at Schott's eltr. on that day was reproduced in the Journal Nov. 10, '07, page 598.

Virgil, N. D.—The grain market is very unsettled and has been for the past 3 or 4 weeks (Nov. 18), on account of the money matters. The farmers are holding their grain at home until they can get the money for it. It seems hard to make some of the farmers understand that a check will answer the same purpose as the cash, and high prices of Sept. and Oct. cause most of the farmers to hold for higher prices. There was a talk of a new eltr. being built at this place last summer by the Woonsocket Milling Co., but we have not heard anything more since. The J. F. Anderson Lumber Co. is talking of overhauling its eltr. next summer.—T. A. Tillery, agt.

OHIO.

Pickerington, O.—Wooley & Hempey have succeeded J. O. Belt & Son.

New Salem, O.—A. N. McNaughten has bot our grain eltr.—F. C. Linville.

Genoa, O.—At the recent election C. A. Powers, of the Powers Eltr. Co., was chosen mayor.

Era, O.—Loofbourrow & Morgan operate the 5,000-bu. eltr. formerly owned by Tingley Bros. & Cummins.

Weston, O.—Now would be an excellent time to reorganize the old N-W. Ohio Grain Dirs. Ass'n. Wo will start the ball rolling?

Dawn, O.—We are the only grain dealers here and have succeeded Wm. Davison. The capacity of the eltr. is 15,000 bus., located on the Big 4 railway.—Bayman & Niswonger.

Toledo received its first car of new corn Nov. 7, from Illinois, and it was graded sample, being soft and musty, containing according to the government test nearly 1-3 moisture.

Cincinnati, O.—J. C. Hellner, of the Southern Grain Co., and a member of the Chamber of Commerce, will enter business at Savannah, Ga. He was presented with a meerscham pipe by his friends on the floor before leaving for the South.

Toledo, O.—Corn in the locality of the eltrs. at Custar and Deshler is still in poor condition, altho there has been a few cars of ear corn shipped in stock cars, to points nearby. Some shippers will start buying about Dec. 1, while quite a good many will postpone buying until the first of the year.—Southworth-Rice Grain Co.



Convoy, O.—The grain eltr. on the Pennsylvania Railroad owned by Niezer & Co., of Monroeville, Ind., was burned early on Nov. 15. The fire started in the rear of the engine room. The house contained wheat, oats, clover seed, flour and feed valued at \$6,000 to \$7,000. Total insurance, \$9,000. The building was erected 15 years ago and a large business was transacted with Jacob Dressell as local mgr.

Cincinnati, O.—The inspection rules of the uniform grade congress were adopted recently by the Chamber of Commerce to become effective Jan. 1. A recommendation by members that 6% interest be charged on advances upon grain to this market was referred to a committee composed of H. Edward Richter and others. At the same meeting the directors approved a report of the grain committee that rule 7 be amended to read as follows: "All grain sold by sample or grade shall be examined by the purchaser or inspector at the place of delivery and shall be accepted or rejected within 24 hours from the time the order and sample are given for the same, excepting that when car arrives at the place of unloading, provided same is within the jurisdiction of the inspector, and is found by the inspector to be grain of different character from original inspection, in which case, and where the buyer and seller fail to reach an agreement, settlement shall be determined as provided in Section I, Rule 11."

OKLAHOMA

The new state of Oklahoma has not overlooked the accepted way of raising money to run the state by class taxation. The fire companies are mulcted as follows: \$100 annually for doing business in the state, 2 per cent tax on all prem-

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Live weevil plus a little Fuma equals dead ones every time

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Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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iums written and \$3 per year for each local agent. Oklahoma property owners should not complain if their rates are high when the state takes such a big share of the receipts.—*Insurance Monitor*.

At last Oklahoma is a state. It was fully entitled to admission years ago.

Yahola, Okla.—The Yahola Mill & Eltr. Co., of Muskogee, has completed an eltr. here.

Decision of the Arbitration Comite of the Grain Dealers Nat'l Ass'n sustaining the Arbitration Comite of the Oklahoma Ass'n is published elsewhere in this number.

Enid, Okla.—After ten attempts to burn the town Clyde Canifax was caught attempting to burn the Union Mill, of which he was the watchman, at midnight, Nov. 16.

Muskogee, Okla.—Thos. Duncan, pres.; H. Waldo, vice pres. and treas., and H. L. Rose sec'y have associated themselves as partners in the wholesale grain business at this place; the firm being known as Waldo & Co. Mr. Duncan is an experienced eltr. man, late of Nebraska. Mr. Waldo has long been a resident of Texas, and Mr. Rose for a number of years has been identified with the business interests of Muskogee.—H. Waldo.

PENNSYLVANIA.

Lancaster, Pa.—John W. Eshelman & Sons are building an eltr. to cost \$30,000, to be completed by the first of the year.

Pennsylvania's present feeding stuff law, as is outlined in "Letters" this number has not been declared unconstitutional.

Pittsburg, Pa.—The Grain & Flour Exchange gave its annual banquet at the Monongahela house on the evening of Nov. 21.

Philadelphia, Pa.—Lee B. Wolf will be the local representative on the grain floor of Miller & Co., who have installed private wire service to all the principal cities of the United States.—S. R. E.

Johnstown, Pa.—Swope Bros. have installed a new automatic scale which runs by electricity. The new machine is a great labor-saver, weighing and counting as its does 3 bus. of grain at each shift, at the rate of 700 bus. per hour.

SOUTH DAKOTA.

Loomis, S. D.—The farmers eltr. has been completed. Mr. Shirk will have charge.

Conde, S. D.—The eltr. of the Atlas Eltr. Co. was burned Nov. 10. It contained 10,000 bus. of wheat, all of which was lost. The coal sheds adjoining the eltr. containing 200 tons of coal were burned.

Arlington, S. D.—C. W. Derr is building a line of eltrs. on the new towns on the South Dakota Central railroad, and has arranged to build three at places north of here on the road that is being built to Watertown.

Day County assessors were upheld recently in a decision by Judge McCoy against the Empire Eltr. Co., Bagley Eltr. Co., Exchange Grain Co. and Crown Eltr. Co., who had claimed that the assessment was void because the assessors had followed printed instructions to assess all eltr. buildings at full value.

White, S. D.—H. J. McComb, a farmer, has built a cribbed grain eltr. on his farm 8 miles from this place. It has a capacity of 8,000 bus. He has installed a 6 h. p. Fairbanks-Morse Gasoline Engine and

feed mill, all up-to-date. It is considered one of the best equipped farm eltrs. in South Dakota.—Louis Barg.

Volin, S. D.—The Reedy Grain Co. has built a new office and put in a gasoline engine, also a dump scale at its eltr.—E. A. Harseim, agt. Atlas Eltr. Co.

Ipswich, S. D.—The Empire Eltr. Co., of Harlem, N. D., moved its eltr. Sept. 1 from that place to Ipswich.—J. Floyd Sankey, agt. the National Eltr. Co., Harlem, N. D.

Blunt, S. D.—We bot the grain interest of the Blunt Lumber & Coal Co., and the coal and lumber business was sold to the Atlas Lumber Co., of Minneapolis, Minn.—Irwin Grain & Land Co.

Trent, S. D.—Henry Hendrickson, who was accused of shooting H. R. Bradfield, has been released from the county jail on bail of \$15,000. His trial will come up in the spring term of court.

Many of the South Dakota farmers are selling all their livestock because they can not afford to feed at the present prices of feed.—H. M. Creel, special agent of the U. S. Dept. of Agri.

Stark (No P. O.), S. D.—Hoese, Lueth & Co. are erecting an eltr. at this new station, with a capacity of 15,000 bus. The Sun Prairie Grain & Fuel Co. is erecting one of 25,000-bu. capacity.

Sheffield Sta., Yale P. O., S. D.—After the hearing on the application of Steele Bros. for an eltr. site on the Great Northern, the state railroad commissioners reserved their decision until Nov. 26.

Kaylor (No P. O.), S. D.—The following have been granted sites for eltrs. and coal sheds, at this new town between Tripp and Scotland, on the Sioux City and Dakota division of the Milwaukee road: Mike King, Sioux City, Ia.; Carlson Eltr. Co., Armour, S. D.; A. H. Betts, Mitchell, S. D.; A. A. Truax, Mitchell, S. D.; South Dakota Grain Co., Parkston, S. D.; Wait & Dana, Armour, S. D.; D. D. Wipf, sec'y of state, Pierre, S. D.; Farmers Eltr. Co., Scotland, S. D.; Eli Thomas, Armour, J. R. Jordan, Mitchell, and G. S. Smith, Farmer, S. D. Work will be started at once on several.

SOUTHEAST.

Richmond, Va.—The Grain Exchange has requested the co-operation of the Chamber of Commerce in bringing the matter of unfair demurrage charges on interstate shipments to the attention of the atty.-gen.

TENNESSEE.

Twomey, Tenn.—W. A. Beakley, of Hohenwald, has bot the flour mill, dwelling, storehouse and warehouses of H. H. & T. H. Graham, of this place, for \$4,000.

Nashville, Tenn.—The roof is on the eltr. of J. H. Wilkes & Co. It is expected that the eltr. will be completed by Dec. 1. It will have a capacity of 40,000 bus. and will be up-to-date.

Nashville, Tenn.—The Ryman Warehouse & Eltr. Co., of Davidson county, incorporated, capital stock \$5,000; incorporators, R. J. Neville, B. L. Neville, T. G. Ryman, I. T. Rhea and William D. Rhea.

Nashville, Tenn.—Our firm is a new one and we opened offices on Nov. 1 with M. K. Kendrick, pres.; C. Perry Snell, vice pres.; and J. M. Roan, sec.-treas. Mr. Snell is a capitalist and resides at St. Petersburg, Fla. Mr. Roan was formerly with the Walker Furniture Co., of Mobile, Ala. Mr. Kendrick for the last

three years held the position of asst. secy. with the Iowa Grain & Milling Co. and previous to that was with J. H. Wilkes & Co. Our company is incorporated with \$20,000 capital stock.—Kendrick-Roan Grain Co.

Nashville, Tenn.—The Ryman Warehouse & Eltr. Co., incorporated, capital stock \$5,000; incorporators, R. J. Neville, B. L. Neville, T. G. Ryman, I. T. Rhea and William D. Rhea. The company will operate the Ryman eltr.

NASHVILLE LETTER.

Nashville, Tenn.—The West End Eltr. Co., of Nashville, is making extensive improvements on its eltr.

South Pittsburg, Tenn.—The grain warehouses of W. M. Cameron were burned recently. Loss about \$1,000.

Ripley, Tenn.—The Halls Milling Co. has been organized here by Samuel Young and others to operate a small mill. Capital stock, \$10,000.

The present financial unrest has caused the grain dealers of Nashville considerable inconvenience, occasioned by the banks hesitating to cash drafts and tender the liberal treatment they are accustomed to receiving. Most of the grain dealers are doing as little business as their established trade will permit them to do and are not forging ahead into new territory or looking for new customers. While this is true of dealers here it is also true that the buying public of the Southeast is placing as few orders as possible and in this way helping to even up affairs. The stock of grain now on hand in the Nashville eltrs. is smaller than at any time in two years, due entirely to the money situation. Considering all conditions, however, trade is as brisk as any one desires and grain men predict that the financial trouble will cause no failures in this section. Conservative methods have been adopted and care is being taken to protect the credit of dealers of reputation. The volume of business is small, but apparently profitable to dealers.—W.

TEXAS.

Canadian, Tex.—We will build an eltr. at this place soon.—J. T. Johnson, Johnson Mercantile Co.

Lufkin, Tex.—The East Texas Grain Co.'s warehouse was burned Nov. 10 at 9 o'clock p. m. with 5 cars of feedstuff. Some insurance was carried.

Buckeye, Tex.—The rice warehouse of Planter & Stoddard has been burned, with 6,000 sacks of rough rice. The building cost \$10,000, and was insured for \$7,500. The insurance on the rice was \$12,000. The loss on the building, rice and feed is estimated at \$16,000 in excess of the insurance.

Austin, Tex.—The atty.-gen. of Texas brot suit Nov. 9 against the members of the alleged millers trust, asking that the charters of the corporations be forfeited and that the 120 defendants pay \$15,500,000 in penalties. The atty.-gen. states that the executive committee of the Texas Millers Ass'n on Aug. 9, 1905, organized the Texas Grain & Flour Co. to carry out the alleged conspiracy to control the prices of grain and grain products. The Texas Grain Dealers Ass'n is named in the suit but is not made a defendant. The Texas Grain Dealers Ass'n has issued a statement showing that this organization has no connection with the millers, and was not organized by the millers, as the atty.-gen. falsely alleges. The millers have held meetings to plan a defense. The atty.-gen.'s investigation of

the alleged millers trust was begun some time ago and then dropped, probably for lack of proof. It is believed that suit was finally instituted in response to the demands of certain political newspapers two days before the suit was begun.

WASHINGTON.

Georgetown, Wash.—B. O. Winslow, of the Leasure-Winslow Grain Co., is dead.

Riverside, Wash.—Blackwell & Son have bot Arthur Lund's interest in the Western Grain & Warehouse Co.'s business at this place.

Spokane, Wash.—The Spokane Grain & Fuel Co., incorporated, capital stock \$10,000; incorporators, B. F. Shields, C. H. Shields and W. M. Livengood.

Tacoma, Wash.—Alexander Baillie of Balfour, Guthrie & Co. estimates that exports from this port this season will exceed those of any previous year by 3,000,000 bus. and will aggregate 15,000,000 bus.

WISCONSIN.

Glenwood, Wis.—J. M. Chicoine has succeeded J. W. Harmor as buyer for the Northern Grain Co.

Wausau, Wis.—The Northern Milling Co. has postponed the erection of its new eltr. until spring. It will cost \$30,000.

Milwaukee, Wis.—Prompt work of the fire department saved eltr. B of Fagg & Taylor Nov. 8. Sparks ignited dust on the floor.

Boyd, Wis.—I have been transferred to this place. J. C. Clemenson took my place at Strum.—O. J. Amundson, agt. Northern Grain Co.

Milwaukee, Wis.—Romanzo B. Rice, who served as official weigher for the Chamber of Commerce for 15 years, died recently, at the age of 85.

Milwaukee, Wis.—Kirby A. Tallmadge, Clarence W. Lawrence and Arvin H. Roeder have been admitted to membership in the Chamber of Commerce.

La Crosse, Wis.—C. E. Bennett, one of the best known grain dealers in the Northwest, died Nov. 20, at the age of 65 years. He was a partner of the S. T. Hyde Eltr. Co., which did an extensive business in Wisconsin, Minnesota, and the Dakotas for 20 years and until 2 years ago.

Manitowoc, Wis.—J. G. Martin, pres., of the Northern Grain Co., of this place, was run down by a switch engine while crossing the railroad tracks at Duluth, Minn. He sustained severe bruises, was thrown a considerable distance by the engine, and is under the care of a physician at his home.

Superior, Wis.—It is rumored that a compromise will be arranged between the Wisconsin Grain & Warehouse Commission, the Minnesota State Grain Inspection Department, the Superior Board of Trade and the Duluth Board of Trade, whereby the proprietors of the eltrs. will grant space to Superior inspected grain and permit the Superior men to do the weighing. A conference was held at Duluth Nov. 21 by the Wisconsin Commissioners, a representative of the North Dakota Bankers Ass'n and the proprietors of the eltrs. A compromise will result in the dismissal of the lawsuits pending and in the construction of three large terminal eltrs.

Superior, Wis.—Great Northern Eltr. S, which escaped the flames, was placed in operation Nov. 13. It is said that the burned Freeman Eltr. will be rebuilt. About one-fourth of the 600,000 bus. of

grain in the burned Eltr. A was Canadian wheat in bond, and it is understood the government has agreed to release the bonded grain subject to the payment of a nominal duty, based on the proportion of the salvage to the total amount stored. The scorched grain from Eltr. A was sold by auction Nov. 15 for \$22,000 to Chas. R. Lull, of Milwaukee, who was practically the only bidder. Mr. Lull has employed 50 men to skim off the top of the smoldering heap and carry off the grain in bushel baskets. At a depth of 10 ft. he expects to find the grain practically uninjured, in which case the transaction will be a very profitable one for him, as the heap contains 600,000 bus. Mr. Lull estimates the cost of handling the wheat at \$8,000. The Republic Eltr. Co. is itself handling the damaged grain from its own burned eltr. It is understood that a temporary vessel-loading conveyor belt will be installed at Eltr. X, which was formerly unloaded thru the burned Eltr. A.

MILWAUKEE LETTER.

Memberships in the C. of C. are selling at \$200.

Carrying charges for grain are under the usual level, no doubt due to the recent setback which placed all transactions at almost a standstill and tied up all grain.

Interest rates, being charged by merchants, have taken a corresponding jump in sympathy with all other recent "jumps," and 6½% is almost generally recognized as a basis for all charges.

George H. D. Johnson has been appointed a delegate to consider fostering, promoting and developing foreign and domestic commerce, together with various other representatives of commercial bodies, at Washington, Dec. 5.

Alex Berger, who is now explaining to Europeans the milling business as done in Milwaukee, writes from Berlin that Russia is offering no wheat and Germany will have to continue the purchase of American wheat to meet its requirements.

Since the calling off of the telegraph strike normal conditions have been restored and the service is working along in its usual stride. Dealers have been so interested in following the "unruly market" however, that they have accepted the restoration as a matter of fact.

That Sec. 1 to rule 9, providing for margins on property sold for future delivery, to guarantee the contract against market advances or declines, does not apply to contracts on cash grain, is the opinion rendered by the legal counsel of the C. of C. The facts leading up to the rendering of the opinion at the request of the Bd. of D. arise thru the action of a commission house, which had made large sales of barley for future delivery, requesting of the buyer margins to cover the decline in the market since the time of the sale, and the refusal of the buyer to comply therewith.

Light receipts, with no advices of shipment where more than one sheet had to be used to include all the car numbers, is the section which has been torn from the "Grain Dealers' Book of Maxims" and spread upon the sample tables. The idea that prices will soon recover and again force the top off from the market has taken a manifest hold upon the minds of interior dealers, and one dealer from the local trade (a dreamer) is now relating the story of his latest dream in which he saw the picture of one of his shippers hanging out a sign reading "higher prices" and then lighting his pipe

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—DAVID R. FORGAN, Pres.
DIRECTORS: ALFRED L. BAKER, of Alfred L. Baker & Co.; AMBROSE CRAMER, Trustee Henry J. Willing Estate; EDWARD F. CARRY, Vice Pres. American Car & Foundry Co.; E. G. EBERTHART, Vice Pres. and Gen'l Mgr. Mishawaka Woolen Mfg. Co., Mishawaka, Ind.; A. B. DICK, Pres. A. B. Dick Co.; STANLEY FIELD, of Marshall Field & Co.; DAVID R. FORGAN, Pres. F. F. PEABODY, of Cusatt, Peabody & Co.; JOSEPH SCHAFFNER, of Hart, Schaffner & Marx; JOHN E. WILDER, of Wilder & Co.
OFFICERS: DAVID R. FORGAN, President; ALFRED L. BAKER, Vice President; H. E. OTY, Cashier; L. H. GRIMME, Assistant Cashier; F. A. CRANDALL, Assistant Cashier.

and reading a small pamphlet entitled "How to Boost Prices."

To offset the possibility of differences in the future regarding the disposition of any surplus or excess on sales "to arrive," the following amendment to Sec. 1 of rule 17, has been favorably acted upon: "And provided further that in all sales of grain to arrive the market value on the day of unloading shall be the basis of settlement for any excess or deficiency over or under the quantity sold; and that when the quantity delivered varies not more than 100 bus. from the quantity sold, the balance or deficiency must be settled as provided above." Heretofore no prescribed rule on this point was in effect, and in cases where the market was higher than at the time sale was made and the sale was overrun by the quantity delivered, disputes as to the settlement of the surplus were not out of the ordinary, and vice versa if the quantity delivered showed a shortage.—Slits.

Books Received

MARKETING GRAIN is a brochure designed to educate the farmer on his relations with the grain buyer, on errors in weights, on what constitutes a *bona fide* sale, the necessity of written contracts, the care of grain, unfair competition, the value of the local market, and the grading of grain. The booklet will set at rest many of the imaginary ideas of wrongs done. Grain dealers are taking to the idea of distributing this pamphlet among the farmers. The author is James Pearson, agent in charge of H. O. Barber & Sons' grain elevator at Denton, Neb.

THE CYCLES OF SPECULATION.—Not only because of its thoughtful reasoning, but because of its practical suggestions as well, will prove of unusual value at this particular period when so many perplexing questions must be decided by the investor and speculator. The introduction discusses briefly the difference between mechanical gambling and marginal speculation and shows wherein the difference lies. The folly of expecting sudden riches even from intelligent speculative operations is also dealt with. The second chapter gives a brief history of the great speculative movements, panics and crises of the last century, and analyzes the causes of these events. In further chapters the important questions of the gold supply and the influences of money conditions are considered, particular emphasis being given to their bearing on prices. Price per copy, \$1.50 net; by mail \$1.62. Published by The Moody Corporation, 35 Nassau St., New York.

Imports and Exports of Beans.

Beans and dried peas amounting to 187,095 bus. were imported into the United States during the eight months prior to Sept. 1, 1907; compared with 266,416 bus. for the corresponding months of 1906.

Exports of beans and dried peas amounted to 278,835 bus. of domestic and 20,731 bus. of foreign origin during the eight months prior to Sept. 1, 1907, against 254,713 bus. of domestic and 26,345 bus. of foreign origin for the corresponding months of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

Seeds

The Haskell Implement & Seed Co. has been formed at Boston, Mass.

One grain firm at Murray, Ia., has shipped out 27 carloads of timothy seed this fall.

The Maryland Seed Corn Breeders Ass'n will hold a corn exhibition Dec. 3 and 4 at Baltimore.

We have very little clover seed here on this crop.—Schutte Bros. & Co., Manitowoc, Wis.

October receipts of clover seed at Toledo were 9,500 bags; against 9,000 a year ago and 23,000 two years ago.

The C. R. Baird Co. has succeeded C. R. Baird & Co., dealers in field and garden seeds at Chattanooga, Tenn.

Twelve bus. of alfalfa seed recently was shipped from Lawrence, Kan., to Vladivostok, Siberia, in tin and wooden boxes, hermetically sealed.

The Gamble Seed Co. has been incorporated at Louisville, Ky., with \$10,000 capital stock, by J. E. Gamble, John Bradford and M. E. Brown.

Clover seed averaged a yield of 2 bus. per acre in Wisconsin, and quality averaged 93%.—John M. True, secy. Wisconsin State Board of Agri., Madison, Wis.

Without a dissenting vote the Farmers National Congress has adopted a resolution recommending the abolition of the system of distributing garden seeds free each year.

The average yield of clover seed per acre in Michigan is 1½ bus., and 66% of the acreage of clover seed was harvested Nov. 1.—Geo. A. Prescott, Secy. of State, Lansing, Mich.

H. H. Miller, who has been in charge of the seed testing work carried on by the seed branch of the Canadian government at Calgary, has accepted a position with a Chicago firm of seedsmen.

The American Pure Seed Co., J. A. Everitt, pres., has increased the par value of its stock from \$10 to \$25 a share, reduced the number of its directors from 11 to 5 and removed from Indianapolis to Evansville, Ind.

The clover seed crop is turning out very irregularly. Some sections are good, but large majority are short. Most of the crop remains in the interior, and does not show up at Toledo and the regular markets.—C. A. King & Co.

One elevator proprietor at Sauk Rapids, Minn., recently paid out \$3,518 for 10 loads of clover seed. One farmer received a check for \$548 for 68½ bus., which he grew on 7 acres of ground that he bot a few years ago at \$5 an acre.

The St. Louis Seed Co., of St. Louis, Mo., which was founded in 1843, has removed to new and larger quarters at Fourth street and Lucas avenue, occupying the entire 4-story and basement building with its retail and mail order seed business.

Exports of seeds during the 9 months prior to Oct. 1 have included 697,000 lbs. of clover seed; 13,472,000 lbs. of timothy seed, other grass seed valued at \$178,000, and 3,110,000 bus. of flaxseed; compared with 1,565,000 lbs. of clover seed, 8,891,000 lbs. of timothy seed, other grass valued at \$153,000, and 8,660,000 bus. of flaxseed, during the correspond-

ing months of 1906. Imports of clover seed during September were 1,402,000 lbs.; against 496,000 lbs. in September last year, as reported by O. P. Austin, chief of the Bureau of Statistics.

Professor Bolley of North Dakota has 25 bus. of seed of flax that he believes to be free from any tendency to wilt. This seed has been grown for 10 years on "flax-sick" soil. The seed will be distributed free to farmers who will after a few years return half a bushel.

To learn the grade and value of grass seed the country shipper will do well to send samples freely to his commission merchant. Reliable information is indispensable in setting a price to pay the farmer that will net the dealer a profit for handling. Be liberal with samples.

Fire on Nov. 6 destroyed the 5-story building at Washington, D. C., occupied by the seed distribution division of the Dept. of Agri. The loss is \$75,000, nearly covered by insurance. The distribution of seed thru government sources will be delayed several weeks. No one was injured.

The Binghamton Seed Co. has been incorporated at Binghamton, N. Y., to conduct a wholesale seed and mail order business in the offices formerly occupied by the W. J. Haskins Seed Co. at 142 Court street. The capital stock is \$25,000; and the incorporators are W. B. Cleaves, Henry H. Evans and N. LeRoy Boyce, all of Binghamton.

J. A. Everitt has been deposed from the presidency of the American Society of Equity on charges that he has used the society to benefit his seed business. He was charged with having been the subject of a bulletin issued by the Ohio Experiment Station, charging that he bot No. 2 red wheat and sold it as Columbia seed wheat at a time when the latter seed wheat was new and brot a high price.

The preliminary estimate on Nov. 8 of the average yield per acre of flaxseed is 9.0 bus.; compared with the final estimate of 10.2 bus. in 1906, 11.2 bus. in 1905, and a five-year average of 9.6 bus. A total production of 25,420,000 bus. is thus indicated; against 25,576,000 bushels finally estimated in 1906. The average as to quality is 89.7, against 92.7 in 1906, 94.6 in 1905, and 92.0 in 1904.—Government Crop Report.

Toledo received during the week Nov. 23, 1,417 bags of clover seed and shipped 33 bags, against 825 bags received and 128 bags shipped a year ago. So far this season receipts have been 15,570 bags and shipments 1,711 bags; against 20,225 bags received and 4,503 bags shipped during the corresponding period of last year. Receipts of alsike clover so far this season have been 2,263 bags, against 9,133 bags last year in the corresponding time.

Dexter M. Ferry, head of D. M. Ferry & Co., Detroit, Mich., was found dead in bed Nov. 11. Death was caused by heart disease. Mr. Ferry's connection with the seed trade began at the age of 24 when he joined M. T. Gardner. On the withdrawal of the latter in 1879 the corporation of D. M. Ferry & Co. was organized and its growth has been rapid. Mr. Ferry was born at Lowville, N. Y., in 1833, and was brot up on a farm, suffering all the privations incident to the backwoods. He was a director in several commercial enterprises, and a leader in politics.

The European red clover crop is 2 to 3 weeks late. In many parts the plant wintered badly. In other parts the growth

was prevented by hot weather. England expects a very small crop; Germany is far below medium; Belgium and Holland nearly nothing; France far below medium; Italy below medium; Russia far below medium in the north and below medium in the center and south. Alsike has never been sufficient to cover our consumption, and is far poorer than last year. Timothy is below a medium crop in Germany—R. Liefmann Sons., Successors, Hamburg, Germany.

Chicago received during the week ending Nov. 23, 182,000 lbs. of clover seed, 410,500 lbs. of timothy seed, 358,000 lbs. of other grass seed, and 36,430 bus. of flaxseed, against 142,500 lbs. of clover seed, 867,000 lbs. of timothy seed, 455,000 lbs. of other grass seed, and 74,600 bus. of flaxseed during the corresponding week of last year. Shipments during the week have been 47,000 lbs. of clover seed, 499,000 lbs. of timothy seed, 1,054,800 lbs. of other grass seed, and no flaxseed; against 56,000 lbs. of clover seed, 183,000 lbs. of timothy seed, 1,310,000 lbs. of other grass seed, and 1,732 bus. of flaxseed, during the corresponding week of 1906.

Clover seed has held up fairly well at Toledo the past week (Nov. 23) in the face of exceedingly weak and lower grain markets. It had one weak spell, March selling down to \$9.37½, or 25c under the close a week ago. Market appeared to be very sensitive, declining quickly on a few selling orders. The same thing happened when one tried to buy, market advancing just as fast. During the week quite a few longs sold out and the offerings were absorbed fairly well. The receipts have been liberal but they are mostly delayed carload lots which were shipped two and three weeks ago. Our advices show practically nothing on the way. Some time ago we advised shippers to keep their seed at home unless they were prepared to accept cheap prices. Tight money has made the buyers of low grades very timid. One bull here remarked that perhaps they haven't much more to ship. That remains to be seen. There is no doubt but what the high prices in October attracted seed from all over the country to the Toledo market. That has been taken care of and laid away.—J. F. Zahm & Co.

Durum wheat imports into Marseilles, France, were, in 1904, 193,000 tons, none from the United States; in 1905, 309,000 tons, of which 40,047 was from the United States; and in 1906, 211,675 tons, of which 112,888 tons was from the United States; and so far, this year the imports of macaroni wheat from the United States have been large.

Plan of Ohio Seed House.

The J. E. Wing & Bros. Seed Co., of Mechanicsburg, O., has completed a 5-story seed warehouse, of which the floor plan is sketched in the engraving herewith.

The building is 30x48 ft., and 28 ft. high to the square, plastered outside and with slate roof. The basement is a seed corn storeroom and germinating room. On the second floor is the working room, containing motor and line shaft, Clipper Cleaner, a pair of warehouse scales and a sewing machine for sewing filled bags. The upper floors have only a moderate amount of space on account of the elevator legs and spouts; but will be utilized for the storage of filled bags. On the outside of building, next to door to cars is a manlift, taking the place of stairway, and avoiding forced draft in case of fire.

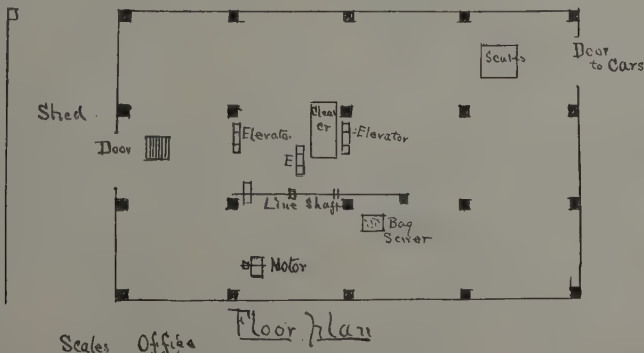
From the car the grain or seed goes to the warehouse scales and is fed to cleaner by a short stand of elevators running from basement to second floor. Any bin will empty into this elevator. One elevator which is used principally to clear the receiving hopper, runs from basement to top of building and fills 5 bins. Another elevator running from basement to top of building is used almost exclusively for elevating the clean grain or seed from the machine and also discharges into bins. The bins have hopper bottoms and extend down to ceiling of working floor.

From the furnace in the adjoining office a heat pipe runs into the basement to warm the seed corn storeroom and dry the air. The furnace also heats the germinating room in the basement. The germinator is exactly like that used by the leading seed corn growers of Illinois and will take care of several thousand samples at one time.

The Wing brothers are the pioneer alfalfa growers of Ohio, and besides corn, handle beardless barley and field seeds. Jos. E. Wing is pres. of the company, F. M. Clemans, vice pres.; Willis O. Wing, 2d vice pres., and Chas. B. Wing, secy-treas.

One of the largest checks paid to any wheat grower in the Northwest was recently drawn by the Pacific Elevator Co. to a farmer at Pendleton, Ore., for \$70,842, in payment for the season's wheat crop.

The first 1908 calendar to arrive comes from Goshen, Ind., with the compliments of the Goshen Milling Co. It is illuminated with a beautiful photogravure of the company's dam at Goshen artistically mounted on a heavy card.



Plan of Ohio Seed House.

KANT SLIP Car Mover

Address: P. H. JACOBUS, Millstadt, Ill.



THE ATLAS CAR-MOVER

Manufactured exclusively by

The Appleton Car-Mover Co.

Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supercedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.



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Patented

BELT STRETCHER

stretches Elevator Belts to perfection. Instantly applied. "Its clamps can not slip nor mar the Belt."

No wrenches nor loose tools required.
Made of High Grade Malleable Iron and Steel
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Absolutely Guaranteed

Made in Three Sizes:
12-inch. Price.....\$ 5.00
16-inch. Price..... 7.00
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"Four money back if you want it."

MILLER MFG. CO.

400 N. High Street
MUNCIE, INDIANA

NEW CORN

requires unusually close attention this season because of its condition and because of unusual trade conditions generally. From now on I will give consignments of it especial attention.

GARDINER B. VAN NESS GRAIN COMMISSION

Main Office
640 Postal Tel. Bldg. CHICAGO
Branches } Peoria
 } St. Louis

Robinson's Telegraphic Cipher Code (Revised)

Is more extensively used by Grain and Provision Dealers

than all other codes combined. It is compact, small and can be easily carried in the pocket. Get the latest edition; by using it your messages will be understood, you will save time and expense.
Price, leather, gilt edges, \$2.00; cloth bind- \$1.50. Your name in gilt letters on front cover \$5 cents extra.

GRAIN DEALERS JOURNAL

255 La Salle St. CHICAGO, ILL.

Patents Granted

Gas Engine. No. 871,319. Percy R. Russell. New York, N. Y.

Gas Engine. No. 870,559. John J. Hogan. West Haven, Conn.

Gas Engine. No. 871,632. Arthur Rollason. Long Eaton, Eng.

Gas Engine. No. 870,720. Arthur J. Frith. New York, N. Y.

Gas Engine Cooler. No. 870,575. John C. McLachlan. Toronto, Ont.

Gas Engine Governor. No. 870,627. Lucian C. Jackson. Warren, Pa.

Sparkers for Engines. No. 870,954. Wm. B. Hayden. New York, N. Y.

Gas Engine. No. 871,508. John Houlehan and Wm. C. Mayo. El Paso, Tex.

Gas Engine. No. 871,380. Ernst Tuckermann. Rath, near Dusseldorf, Germany.

Gas Engine Governor. No. 870,629. E. P. Johnson and C. I. Lee. Harrisburg, Ala.

Gas Engine. No. 870,966. Thos. S. James, Chiswick, and Thos. H. Wilson. London, Eng.

Engine Starter. No. 870,580. Francis L. Orr, Thurman, Ia., assignor of $\frac{1}{2}$ to Mark Morrow, Percival, Ia.

Rotary Gas Engine. No. 871,523. Jas. Pollock, Wilkes-Barre and Walter F. Leibenguth, Dorranceton, Pa.

Gas Engine. No. 871,539. Clarence E. Van Auken, Yonkers, N. Y., assignor to Van Auken Motor & Machine Works.

Rotary Gas Engine. No. 871,030. Franz Burger, Fort Wayne, Ind., assignor of $\frac{1}{4}$ to Henry M. Williams, Fort Wayne.

Malt Stirring Apparatus. No. 870,598. Benjamin W. Tucker, Newark, N. J., assignor to Chas. H. Onverzagt, New York, N. Y.

Carbureter for Gas Engines. No. 871,741. Thos. L. Sturtevant, Quincy, and Thos. J. Sturtevant, Wellesley, Mass., assignors to Sturtevant Mill Co., Portland, Me.

Bag Holder. No. 870,687. (See cut.) Wm. M. Renne, Belvidere, Ill. The bag is secured to the chute by a pair of arms, the upper portions of which are curved outwardly and the outer edges of the lower ends thereof tapered to form a wedge. A bifurcated lever having bars thereon is adapted to engage the tapered edges to secure the bag to the chute, and to engage the curved ends thereof to release the plates from the bag.

Car Mover. No. 870,987. (See cut.) John S. Mullenix, Bradford, O., assignor of $\frac{1}{2}$ to Nate Iddings, Bradford. A rail engaging gravity jaw is pivoted upon a lever having a rail engaging head, to which a push bar is pivotally connected. A slotted plate is slidable upon the push bar and has a terminal hook, a spring connected with the push bar engaging the hooked plate to hold the latter in operative engagement with ratchet teeth on the lever.

Grain Door for Cars. No. 871,659. (See cut.) John E. Abbott, Port Huron, Mich. The grain door comprises two right-angled triangular sections adapted to close together across the doorway along their oblique edges, a pocket for the lower section, means on the outside of car for drawing the lower section back into the pocket and a cross brace hinged at its lower end to the floor and side wall extendible across the doorway transverse to the oblique. A swinging apron closes the mouth of the upper section pocket, when the upper section is lying within the pocket.

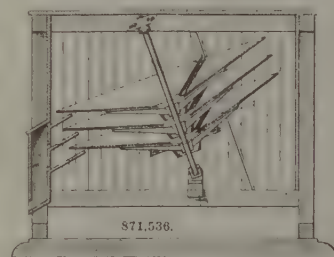
Conveyor. No. 870,614. (See cut.) Chester Bradford, Indianapolis, Ind. Combined with a screw conveyor are a casing, a receiving hopper consisting of a combined inner head and annular ring to which the tubular portion of the casing is also connected, an outer head, a discharging

mouth, a member connecting the annular ring and the discharging mouth on the lower side, and two side members connecting the two heads at the upper portion. The hopper is curved to provide a rounded inlet for the material. The train of gears driving the conveyor shaft is reversible.

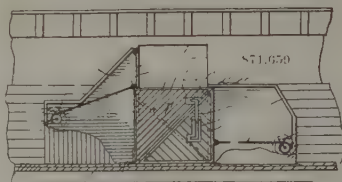
Seed Separator. No. 871,536. (See cut.) Edward Thompson, Minneapolis, Minn. The separator comprises a rotatively mounted inverted smooth-faced conical disk having



870,987.



871,536.



871,659.

a central opening and an oblique axis of rotation, the disk being set so that its lowermost portion inclines outward and downward from its axis of rotation, a brush working over the upper portion of the disk, whereby the round seeds will be discharged at the lower peripheral portion of the disk and the relatively flat seeds and other substances will be carried upward by the disk and discharged thru the central opening, by the action of gravity and of the brush.

King Edward will need to pawn that Cullinan diamond to pay the American farmer for wheat next year, if the Society of Equity succeeds in its campaign for higher prices.

Farmers of Warrick County, Indiana, declare that "We are not afraid of the present money situation. We have got the wheat buyers in this section the way we want them and we will refuse to sell our wheat until it passes the dollar mark. We are not alone in this movement, as the majority of the Spencer County farmers have entered into the same combine." Hurrah! for the trust.

Supply Trade

T. F. Costello contractor and builder of grain elevators has moved his Minneapolis office to 5 South 7th St.

J. H. Clapperton who has been advertising manager for the Minneapolis Steel & Machinery Co. has resigned his position and taken a similar one with the Minnesota Oil & Paint Co.

Jos. L. Willford, well known as a mill furnisher in the Northwest has opened an office in Minneapolis. He expects to secure the agencies for various lines of milling and elevator machinery.

H. Stanberry who has been with the Millers National Ins. Co., as special agent for Illinois since 1901 has resigned to conduct an insurance brokerage business with headquarters at Decatur.

If your business announcements receive the thot and care they merit, you will be sure to place them in the medium which will deliver them to the largest number of progressive grain dealers and thereby insure the maximum returns.

The Macdonald Engineering Co., established a record for building reinforced concrete grain tanks recently when it started and completed 32 tanks 15 ft. in diameter and 30 ft. high in one week for the International Sugar Feed Co. at Minneapolis. These tanks have a combined capacity of 150,000 bushels. They are located together over a working floor 60x120 ft. Machinery is now being installed in the working room.

Cobden, the famous English champion of free trade, wrote "It is not luck, but labor, that makes men. Luck is ever waiting for something to turn up; labor, with keen eye and strong will, always turns up something. Luck lies abed and wishes the postman would bring him news of a legacy. Labor turns out at 6, and with busy pen or ringing hammer lays the foundation of a competence. Luck steps downward to self-indulgence; labor strives upward and aspires to independence." Do not wait for the grain dealers in need of your services to look you up. Write copy which will convince readers of your thoro knowledge of your business and your earnest desire to serve. The Grain Dealers Journal will carry it to live progressive grain dealers quickly and directly.

The Seckner Co. has finished the malt house and reinforced concrete tanks for the Illinois Vinegar Mfg. Co. Chicago, and is superintending the installation of machinery furnished by the Webster Mfg. Co. The 14 tanks 20x80 ft. have a combined capacity of 400,000 bus. Two Howe Hopper Scales, one with a capacity of 1600 bus. and the other 500 bus. are being installed. Invincible cleaners will be used to clean barley and rye used by the company in the manufacture of vinegar. The concrete work of the Seckner Co. is especially meritorious and experiments in building with cement heretofore unattempted have been proved practical by the company. For instance all of the bins in the immense building are hoppers, the floors of each being cement. The car puller is located in the basement and operated from the working floor. Three belt conveyors 150 ft. long will be used to carry malt to and from tanks. There is not a particle of wood in the immense building.

Interest Charges on Advances Upheld.

The resolutions adopted by the Illinois Grain Dealers Ass'n and published in the Grain Dealers Journal for Oct. 25, pages 528 and 529, were submitted to the Merchants Exchange of St. Louis and the Chicago Board of Trade. The Directors of the Merchants Exchange carefully considered the request to discontinue charging interest on advances on Bs/L and Sec'y Morgan made the following reply:

Merchants Exchange of St. Louis Justifies Interest on Advances.

St. Louis, October 30, 1907.

Mr. S. W. Strong, Sec.,
Illinois Grain Dealers Ass'n,
Pontiac, Ill.

Dear Sir—Your communication of October 21st, also accompanying resolution of the Illinois Grain Dealers Ass'n in reference to the rules adopted by the Merchants Exchange of St. Louis and Chicago Board of Trade, requiring members to charge interest on advances, was presented to our Board of Directors on the 26th inst. and had careful consideration. I am instructed to reply that when the matter was presented to the Board the question was duly considered in all its aspects and favorable consideration reached. When submitted for action of the members of the Exchange the vote was almost unanimous in its favor. We find that Chicago, Minneapolis, Milwaukee and Kansas City have a similar rule and probably other exchanges. Considering the fact that business is now done on such small commissions it is not unreasonable to ask the commission merchants or buyers of grain to furnish the money for handling it without being compensated by interest for advances made.

It certainly cannot be a hardship for the grain shippers of Illinois as the markets of Chicago and St. Louis are reached in two or three days time, while shippers from Kansas, Nebraska and other western states are often 10 days to two weeks on the way.

The merchants of these cities certainly would not impose any unreasonable regulation on the shippers with whom they do business, and I am told by our members here that their customers almost without exception cheerfully submit to the interest charge, and admit that the rule is both fair and just.

I trust the members of your association after further consideration will take the same view of it.

Yours truly,

Geo. H. Morgan,
Secretary.

The resolutions relating to Interest Charges on Advances against Bs/L; Reduced Discount on No. 3 Corn Applied on Contract and Fees for Weighing Grain were referred to a Special Com'te of the directors of the Chicago Board of Trade, which after careful consideration of all the points at issue made the following report:

To the Board of Directors of the Board of Trade of the City of Chicago.

Your Special Committee, to which was referred the communication from the Illinois Grain Dealers Ass'n together with resolutions adopted by the Association at a recent meeting, desires to report:

Interest Charges on Advances: That Section 15 of Rule XXII, pertaining to interest on advances made on country shipments, is absolutely just and equitable for the reasons that advances are made to shippers with bills of lading as collateral, the same as loans are effected by receivers from their banks based on current rate of interest, and that the expense attached to the proper handling of grain and seeds has materially increased, so much so that it is even unprofitable to accept consignments on basis of members rates; further, that no unnecessary delay in the unloading of grain is occasioned by the application of said rule.

No. 3 Corn Deliverable at a Discount: In order to maintain Chicago as a market, the buyers and the elevator proprietors must be considered important factors as well as the seller and that changing that part of Section 3, Rule XXII to make No. 3 Corn, No. 3 White Corn and No. 3 Yellow Corn deliverable on contracts at a discount of three cents per bushel instead of five cents would be unjust to both buyer and proprietors of regular eleva-

tors, especially as experience has shown that winter-shelled corn of No. 3 grades will not remain in condition, no matter what precautions are taken by elevator proprietors, for delivery on contracts during the summer months. Further, the buyer as well as shipper must have a reasonable amount of assurance as to the carrying qualities of corn delivered on contracts.

Fees for Weighing Grain: The request for reduction in present scale of charges for the supervision and weighing of grain as recently adopted by the Weighing Department is unreasonable. The records show that during the year 1906 the average cost to the shipper of weighing grain in Chicago did not exceed 25 cents per car, whereas the average cost in St. Louis during the last year was 47 cents with an additional state fee; in Kansas City of from 35 cents to \$2.00 per car; with other markets East and South charging higher fees and exacting a dockage of from 50 to 200 pounds; whereas Chicago exacts no dockage and the services at Chicago admittedly the best.

During the eight months of this year ending Aug. 31st, the cost of maintaining the department was \$75,588.15. The total fees received for weighing during this period amounted to \$68,253.49, or \$7,334.66 less than the actual cost of the service. Any profit the department has made in the past or that can be made this year is but a part of the revenue derived from services performed that have no connection whatever with the fees received from the trade for weighing; and, in addition to above, it was deemed a matter of justice and fairness to allow the employees an increase of ten per cent in salaries to correspond with the similar advance granted to all elevator employees. Credit rather than criticism is due the weighing department from the country trade in that the fees are below actual cost of services rendered.

Exports of Glucose, Corn Oil and Cake.

Glucose amounting to 114,759,339 lbs. was exported during the eight months prior to Sept. 1; against 131,455,748 lbs. for the corresponding months of 1906.

Corn oil cake amounting to 356,963,189 lbs. was exported during the eight months prior to Sept. 1; against 1,144,600 lbs. for the corresponding months of 1906.

Corn oil amounting to 2,576,481 gals. was exported during the eight months prior to Sept. 1; against 2,697,740 gals. for the corresponding months of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of Breadstuffs.

Our exports of breadstuffs for the ten months prior to Nov. 1 have included 58,297,301 bus. of wheat, 73,508,417 bus. of corn, 1,426,571 bus. of oats, 989,467 bus. of rye, 4,623,471 bus. of barley and 12,421,907 bbls. of wheat flour; compared with 45,442,804 bus. of wheat, 89,807,678 bus. of corn, 24,967,122 bus. of oats, 1,041,032 bus. of rye, 11,537,935 bus. of barley and 11,668,980 bbls. of wheat flour for the corresponding 10 months of 1906. The total value of breadstuffs exported during the 10 months was \$152,452,055; against \$147,934,578 for the corresponding 10 months of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

Wheat is keeping its lead over last year, the exports for October having been 13,668,131 bus.; against 10,784,937 bus. for October, 1906. The increase in the outgo of wheat is encouraging in view of the price being 30 cents per bushel higher than a year ago.

A new Corn Exchange building is to be erected at Liverpool.

I believe the Grain Dealers Journal is the best and most universally read trade journal in the world.—C. N. Adlard, Piqua, O.

ROPE! ROPE! ROPE!

Jupiter Transmission Rope

Marline-covered wire, strong as plain wire, pliable as Manila, better than either.

Special Grain Shovel Rope

An Elevator Superintendent said last week at Cincinnati: "On our Shovels your rope outwears twenty Manila ropes."

Special Car Pulling Rope

Most Economical Rope on the market for this purpose

DURABLE WIRE ROPE COMPANY

BOSTON, 26-30 Atlantic Ave. CHICAGO: 32 S. Canal St.

Establish

the fact that your cars were sealed at point of origin, with a seal that cannot be duplicated. It protects you against loss. Use the Tyden Seal, Self-Locking Car Seal, bearing your name, and consecutively numbered. The record is easy to keep. Adopted by U. S. Government for inspectors. Price \$3.50 per 1,000, sample free.

INTERNATIONAL SEAL & LOCK CO.

CHAS. J. WEBB, Gen'l Sales Agt.
617 Railway Exchange Building, CHICAGO

HERE IT IS!



That Friction Jaw Clutch you have wished for but have never seen.

One that won't slip when oiled. Starts machinery without jar or jolt.

The machinist who installs this clutch doesn't need to wonder whether it will take hold or not.

HE KNOWS. This clutch is a positive drive at a practical price.

\$10 to \$30

Thirty days' trial to convince you.

Standard Mfg. Co.

SIDNEY, OHIO

Detection of Dodder Seed.

A knowledge of the kinds of dodder seeds is very valuable in determining the region where the crop seed was grown. The purchaser is thus enabled to decide whether the seed is of domestic or foreign origin and in some instances to determine the part of the country from which it comes. The custom of seed mixing to establish a certain trade grade is often very evident in the character of the dodder the seed contains.

Recognition of the several kinds of dodder seed is essential as preliminary to practical methods of recleaning dodder-infested seed. A magnifying glass is necessary, as it will enable one readily to distinguish any kind of dodder seed from clover, alfalfa or flax seed. Dodder seeds are about the same size as red clover seeds, including the smallest and largest seeds. The surface is finely roughened and dull, and the general form varies from nearly spherical to strongly flattened and oval or nearly circular. The color is gray, yellowish, brown, or reddish brown, depending largely on the kind. In contrast, clover and alfalfa seeds are smooth, often with a slight luster. Their triangular or kidney form aids in distinguishing them from the seeds of dodder.

A sieve with which a considerable bulk of the seed or all of a sample can be sifted affords the most practical means of detecting the presence of dodder. The sieve should be such that only the smallest or medium-sized crop seeds will pass its mesh. The smaller dodder seeds such as those of flax dodder, clover dodder and small seeded alfalfa dodder, will readily be concentrated to smaller bulk by the sieve. The large seeded kinds will be represented by their small seeds. Care should be taken to sift only a small quantity of seed at a time.

As a final resort in case of doubt, examination of the structure of the dodder seed shows it to contain a slender thread-like embryo coiled within the endosperm, which becomes gelatinous when wet. If a few dodder seeds are boiled in water for a time, the embryo emerges from the ruptured seed coat, often becoming separated from it as a slender, coiled object.

The engravings herewith show the relative sizes of clover dodder and red clover, of alfalfa dodder and alfalfa seeds, of field dodder and red clover, and of flax dodder and flaxseed.

CLOVER DODDER (*Cuscuta epithymum* Murr.) is not larger than the smallest red clover seeds. They are nearly spherical when well developed; but some seeds which are not well filled are flattened, even shriveled. The general color is brown, but some seeds are gray. The darker seeds appear as finely pitted when seen under the lens. The scar area appears as a minute rounded spot somewhat smoother and sometimes lighter colored than the rest of the surface. Small particles of clay which are likely to occur in clover seed sometimes become rounded by friction, when they very closely resemble dodder seeds. The use of a sieve allowing only the smallest clover or alfalfa seeds to pass renders the detection of clover dodder very easy.

ALFALFA DODDER (*Cuscuta planiflora* Ten.) is a minute seed, much smaller than alfalfa, and is readily detected by using a sieve only sufficiently fine to hold practically all the alfalfa seed. The seeds are oval or oval oblong, rounded on one face, the other flattened in two planes which meet at a central ridge extending lengthwise of the seed. At one end of the

ridge this face is beveled. The resulting area contains the hilum as a minute whitish point. The surface as viewed under a lens is comparatively rough. Some seeds are greenish; others are strongly tinged with purple, most of them having a yellowish straw color.

FIELD DODDER (*Cuscuta arvensis* Beyrich) is a larger seed than any but the double seeds of flax dodder. Their

in two planes which slope from a central ridge, extending lengthwise of the seed. The scar is a minute whitish point at one end of this ridge, which is flattened. When the seeds are double they are rounded on one face, practically plane on the other, and angular, oval or nearly circular in outline. The surface of these seeds is comparatively rough, sometimes even finely scurfy. The color is gray or light brown. Double seeds are about the size of average red clover seeds. The frequent occurrence of double seeds serves to distinguish this kind of dodder from all the others. It is rarely found in seed other than flax. Flax dodder is closely related to the small seeded alfalfa dodder.—From *Farmers Bulletin* 306, U. S. Dept. of Agriculture.

Intention Determines Legality of Option Contracts.

The Supreme Court of Wisconsin has recently reversed the decision of the circuit court of Milwaukee County in the suit brot by Carson, Craig & Co., members of the Detroit Board of Trade, against the Milwaukee Produce Co., of which Herman Reel, a member of the Milwaukee Chamber of Commerce, was manager.

Short sales of 10,667 bus. of beans were executed on the Detroit Board for the Milwaukee Produce Co. at prices ranging from \$1.68 to \$2.05 and bot in from \$2.35 to \$2.45, making a net loss of \$6,380, including \$3,850 of margins. Carson, Craig & Co. brot suit to recover the balance of \$2,530 and \$106.66 commission, and were given judgment by the circuit court for the amounts, and accrued interest, the court refusing to submit to the jury the defense made by the defendant that the contracts in question were gambling transactions and unlawful.

In this the circuit court erred, rules the Supreme Court, declaring that while transactions on the Board are legitimate they may furnish many opportunities for collateral wager contracts and gambling. It is for the jury to consider the course of dealing of the parties to determine whether the intent was to make settlement upon differences and receive or deliver no actual commodities.

The case has been remanded for trial by jury.

Exports.

Buckwheat amounting to 45,505 bus. was exported during the eight months prior to Sept. 1; against 332,056 bus. for the corresponding months of 1906.

Broom corn valued at \$159,502 was exported during the eight months prior to Sept. 1; against \$141,610 worth for the corresponding months of 1906.

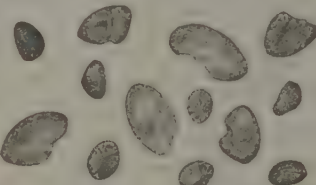
Malt amounting to 292,943 bus. was exported during the eight months prior to Sept. 1; against 539,214 bus. for the corresponding months of 1906.

Linseed oil cake amounting to 503,960,916 lbs. was exported during the eight months prior to Sept. 1; against 532,060,451 lbs. for the corresponding months of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

The crop failure in India is expected to be as general as that of 1896.

A grain bleaching tower can be entered by men wearing the Koenig Respirator. Fresh air is pumped to the operator thru a hose, as with a diving suit. The device is used in gas plants, ice plants, packing houses and breweries.

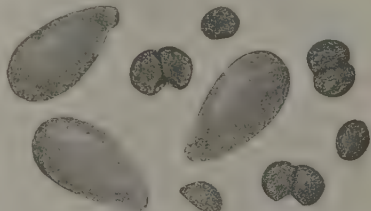
Clover Dodder and Red Clover in Relative Size. Enlarged. After Hillman, *Farmers Bulletin* 306, U. S. Dept. of Agri.



Alfalfa Dodder and Alfalfa Seeds. Enlarged. After Hillman, *Farmers Bulletin* 306, U. S. Dept. of Agri.



Field Dodder and Red Clover in Relative Size. Enlarged. After Hillman, *Farmers Bulletin* 306, U. S. Dept. of Agri.



Flax Dodder and three Seeds of Flax in Relative Size. Enlarged. After Hillman, *Farmers Bulletin* 306, U. S. Dept. of Agri.

size varies as a rule between that of the smaller and that of average red clover seeds. These seeds are oval or nearly circular in outline, rounded on one face, and variously flattened and angled or deeply grooved on the other. The scar appears at one end as a rounded area containing a short whitish hilum. The color is lemon-yellow, gray or light brown.

FLAX DODDER (*Cuscuta epilinum* Weihe) is a smaller seed than flaxseed, but a considerable part of this dodder seed consists of two seeds stuck together. Single seeds are somewhat oval; one face rounded, the other more or less flattened

Supreme Court Decisions

Agreement to Arbitrate.—Under the statute, an agreement for arbitration is complete when one party to a dispute proposes arbitration and the other party assents to it, and each party enters into bond in double the amount involved to faithfully abide the result.—*Bishop v. Valley Falls Mfg. Co.* Supreme Court of South Carolina. 58 S. E. 939.

Acceptance of Offer.—An offer of sale of personal property and its acceptance must receive a reasonable construction, and the proposer is bound by its acceptance in that sense. Immaterial variances between the offer and its acceptance will be disregarded.—*Kaw City Mill & Elevator Co. v. Purcell Mill & Eltr. Co.* Supreme Court of Oklahoma. 91 Pac. 1022.

Intent of Parties, not Brokers, to Gamble.—In contracts for the purchase and sale of commodities, the intention as to delivery and receipt which is the subject of judicial investigation is the intention which existed between both parties, and not that between the brokers who made the contracts.—*Carson v. Milwaukee Produce Co.* Supreme Court of Wisconsin. 113 N. W. 393.

Connecting Carriers.—24 St. at Large, p. 1, making each carrier the agent of its connecting carrier from whom it receives freight, and liable for neglect of its connecting carrier, is not a violation of Const. U. S. Amend. 14, or Const. S. C. art. 1, Sec. 5, as denying to the carrier the equal protection of the law.—*Venning v. Atlantic Coast Line R. Co.* Supreme Court of South Carolina. 58 S. E. 983.

Prior Sale—Market Price.—Where, on defendant's breach of a contract to purchase certain corn from plaintiff, plaintiff immediately sold the corn before the time fixed for acceptance under the contract, neither the amount realized at such resale nor the market price on the day of the sale was material in an action by plaintiff for defendant's breach of contract.—*Brooke v. Laurens Milling Co.* Supreme Court of South Carolina. 58 S. E. 806.

Connecting Carrier not Liable.—A judgment of the circuit court affirming a judgment of a magistrate, based on 24 St. at Large, p. 1, rendering a connecting carrier liable for damages to freight suffered while on the line of another carrier, will be reversed; such act having been held a violation of the interstate commerce clause of the federal Constitution.—*Lewis v. Atlantic Coast Line R. Co.* Supreme Court of South Carolina. 58 S. E. 989.

Gambling Contract where No Intention to Deliver.—Contracts in form for the sale or purchase of commodities, where neither party intends to deliver or accept the property nominally sold, but where it is intended by both parties that the transaction shall be settled by the payment of the difference in prices according to the rise and fall of the market, are gambling contracts, and void.—*Carson v. Milwaukee Produce Co.* Supreme Court of Wisconsin. 113 N. W. 393.

Trade Custom Does Not Contravene Legal Meaning of Contract.—Plaintiffs endeavored to prove what was the custom as to furnishing cars under a contract to deliver coal, or to show the trade meaning of the words "f. o. b." Defendant interposed an objection that custom could not be proven to contravene the legal meaning of words of the contract, and that objection was sustained by the court. Repeated attempts to prove the custom of coal operators to furnish cars under a contract to sell coal f. o. b. at the mine were made, and objections were sustained by the court, the

branch appellate court of Illinois. The Supreme Court of Illinois, in reversing the decision upon other grounds, apparently approves the contention that custom can not be proved to contravene the legal meaning of a contract, both courts holding to a strict interpretation of the contract rather than trade custom.—*Harman v. Washington Fuel Co.*, Supreme Court of Illinois. 81 N. E. 1017.

Measure of Damages for Failure to Deliver Goods Sold.—The general rule is that the measure of damages recoverable of a seller for failure to deliver goods sold is the difference between the contract price and the market value at the time and place for delivery; and it is incumbent on one who seeks to recover such damages to submit evidence as to the market price at the time and place for delivery, in order to recover compensatory damages.—*Robert R. Sizer & Co. v. G. T. Melton & Sons.* Supreme Court of Georgia. 58 S. E. 1055.

Breach of Contract—Resale.—Where a contract for the sale of corn provided that in case of the buyer's breach the seller might sell the corn for the buyer's account, the seller, on the buyer's breach, though entitled to sell the corn without waiting for the time agreed on for delivery of all the installments under the contract to arrive, could not recover the difference between the contract price and the market price on the day or days appointed for performance.—*Brooke v. Laurens Milling Co.* Supreme Court of South Carolina. 58 S. E. 806.

Notification of Off-Grading.—In the suit by C. F. & G. W. Eddy against Horace Lamb on shipments of hay from Imlay City, Mich., to Boston, Mass., the Supreme Court of Michigan has reversed the decision of the circuit court giving defendant judgment for \$256, and has given plaintiffs judgment for \$1,087 on the ground that they had reported to defendant the carloads of hay found to be not up to grade, and that defendants had allowed the balance of the hay to be disposed of at a cut price on account of its condition.—113 N. W. 282.

Business Capital.—The amount of capital invested in a business ordinarily is the whole amount of money invested and used in carrying on that business. The average capital of a grain dealer is defined by section 66, Revenue Law (Laws 1903, p. 407, c. 73), to be the average amount which the total investment in the business of the grain dealer exceeds the tangible property which can be separately assessed at the time of assessment. The assessor, from the examination pointed out in the statute, must find what capital of the business there was, if any, from time to time during the tax year, not including in the computation the tangible property on hand and capable of assessment at the time of assessing, and the average or mean of the capital so found is to be assessed as property in addition to the tangible property.—*Central Granaries Co. v. Lancaster County.* Supreme Court of Nebraska. 113 N. W. 199.

The Century in 1908.

Those who desire to keep in touch with the choicest and most valuable magazine art features of the day, those who wish the most desirable illustrations suitable for framing, will find rich treasures in *The Century* during 1908. Following the popular series of portraits of favorite actresses in character, painted by Mr. Sigismond de Ivanowski, *The Century* will reproduce during 1908 a similar series of portraits by this distinguished artist, of prominent operatic artists—Mesdames Eames, Sembrich, Calve, Melba, Fremstad, Bressler-Gianoli, Miss Geraldine Farrar, and others. Mr. Timothy Cole's wonderful wood-engravings will continue throughout the year, with reproductions of notable examples of French art; and there will be beside a wide range of reproductions in color, photogravure and tint—all employed with nice regard for adaptation of subject to person. Several articles of special interest to photographers are also in hand.



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Rubber Protector, \$2.00

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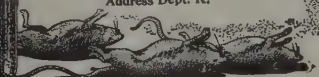
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JACKSON, MICHIGAN

The Hess Tester for Determining Moisture in Grain.

The Hess Warming and Ventilating Co. announces its readiness to fill orders for the new U. S. Moisture Tester, which has been in preparation for several months past.

The Hess Tester is built on the lines laid down by the inventors, Messrs. Brown and Duvel, of the Department of Agriculture. The glass flasks heretofore in use are superseded by flasks of spun copper, which are practically indestructible, thus obviating the frequent breakage of these parts.

Gasoline or gas burners are supplied at the option of the buyers, thus adapting its use to any situation.

The best of material and workmanship enters into its construction, the framework being of steel, thoroly braced and of convenient height, permitting its use without an additional support or standard.

The tank and tubes are of copper, no glass entering into its make-up excepting for the condensing tubes and graduated receivers.

The Hess Company has prepared a stock for immediate delivery, in advance of this announcement and will fill orders promptly. It offers also the Torsion Laboratory Scale, recommended and used by the Department of Agriculture for testing of grain. A new booklet, describing the tester and scale, will be sent free on application.

The work of the Department of Agriculture, in the interest of uniform grading of grain, has led to the installation of moisture testers in every large grain center. Their great value to the grain trade is unquestioned. The simplicity of the operation of testing, the short time required (20 minutes), the low price of the apparatus, and the reliable results obtained, makes its general use inevitable. Every grain dealer, elevator or mill operator, should use this device, for by no other method can the exact moisture content of grain be so quickly and easily ascertained.

Every owner of a drier should use the tester, for by its use only, can be determined the exact results of his drying operation. We predict that the day is not two years ahead, when its use will be as general as that of the bulk measure and testing scale, and that the grading of grain for condition will be based on moisture percentages rather than on the present indefinite conditions known as "dry," "reasonably dry," "damp," etc.

The Moisture Test Practical.

In a recent letter John D. Shanahan of the Bureau of Plant Industry wrote as follows regarding the practicability of testing moisture in corn:

I beg to say that the apparatus invented in this department has proven practical as an instrument for obtaining the moisture content of corn and other grains for commercial purposes, and is coming to be largely used throughout the country. Many large grain handlers and most of the important grain inspection departments have installed them as an assistance to their work.

As to the percentage of moisture that the different grades of corn will carry in different markets, I cannot answer with any degree of accuracy, for the reason that without a positive guide to their judgment, such as our apparatus, the inspectors allow the moisture content of the grade to vary greatly in different seasons of the year, and of course you know the different markets have different standards even of that sort. But we hope that with the liberal use of our method the markets will soon come to see the advantage of fixing definitely upon certain stated percentages of moisture for the different grades of grain, and especially corn. I will say, however, that corn that is commercially perfectly dry during the latter part of the summer season contains in the neighborhood of 12 per cent of moisture, while during the past winter and at the time new corn was first put on the market it contained anywhere from 18 for the best and to 28 and 30 per cent for the poorest.

Grain Carriers

The Erie Canal will be closed Dec. 10, 10 days later than usual.

The Midland Valley Railroad is to be extended next year from Arkansas City to Wichita, Kan.

The Canadian government has arranged to keep navigation open on Lake Superior until Dec. 10.

The government engineer has reported against the proposed deepening and straightening of the Red River at Fargo.

Grain rates have been reduced by the Santa Fe from points in Missouri, Iowa and Illinois to a group of Texas points, effective Dec. 26.

Track is being laid on the Portland & Seattle and construction is progressing rapidly on the 220 miles between Kennewick and Vancouver, Wash.

Car shops are overloaded with repair work, roads taking advantage of the present lull in the movement of freight to take bad order cars out of service.

Rates on grain from Duluth to Buffalo dropped the past week to 19¢ per bu., with shippers bidding 2¢ for winter storage. From Chicago the rate went to 1¼¢.

Railroads sometimes transfer the contents of one car loaded with coal into two cars, surprising the buyer with a delivery of two where he had ordered one car only.

Fort Wayne, Ind., wants a canal connecting Lakes Michigan and Erie and passing thru Fort Wayne. A massmeeting of Hoosiers was held Nov. 18 to boom the project.

Surveys of the proposed Georgian Bay Canal have been completed at a cost of \$600,000. The cost of this 21-ft. waterway from Lake Huron to tidewater will be about \$100,000,000.

An official of the Chicago, Milwaukee & St. Paul states that the money stringency has cut the grain traffic of the road 50% and the livestock movement as much, general traffic however, showing little decline.

The steamer Marine reached Rock Island, Ill., Nov. 15, completing the first trip thru the recently opened Hennepin Canal. Owing to insufficient water supply the boat lost several days after leaving the Illinois River.

The navigation and water power improvement of the Illinois River has been taken out of the hands of the Chicago drainage canal trustees by the state, which is investigating the past mismanagement of the Illinois & Michigan Canal.

Lock No. 2 in the Cumberland River above Nashville was formally opened Nov. 9. The work of improvement is progressing at a rate that will afford slackwater navigation to Caney Fork, 140 miles above Nashville, within 3 years.

The barge Regina with 25,000 bus. of wheat sank at Montreal recently in 40 ft. of water. A steamer carried away the lock gates in the Lachine Canal and the Regina was drawn thru by the suction and thrown against an ocean steamer.

"Pennsylvania Railroad has canceled an order for 425 locomotives at the Baldwin Works," reported a New York daily paper Nov. 20, and next day the Baldwin Works denied the cancellation and said,



"We will not reduce our working force this year."

The Interstate Commerce Commission will hear argument at Washington, Dec. 3, on the complaint by the Thornton & Chester Milling Co. and other millers of Buffalo against the roads for alleged discrimination in favor of western millers.

In the grain rebate case of the Great Northern road the Supreme Court of the United States on Nov. 19 granted a writ of certiorari and on Jan. 6 the court will hear the point made by the road that the Hepburn law repealed the Elkins law.

Owing to the unusually short shipping season on the lakes it is believed that a large quantity of Manitoba wheat will be exported all rail thru St. John. The Canadian Pacific already has 330,000 bus. of grain at St. John or in transit to that port.

Kansas City shippers are asking the roads to restore the grain rates in effect previous to the tariff now in effect, from that city to Louisiana and Arkansas points. The differential of 3c on flour and 2c on corn products, over wheat and corn, is involved, and the millers are demanding the same rate on the product as on raw material.

The total tonnage of freight handled by boats on the Mississippi River and all of its branches during 1906, as reported by the census bureau, was 20,849,602 net tons; against 28,289,503 tons in 1889. The gross income of all the boats in the entire Mississippi Valley for 1906 was but \$17,611,000, only a fraction of the earnings of any first class railroad company. After spending millions upon millions for river improvement the result is a decrease in traffic!

The embargo on export grain from Buffalo to New York has been removed to the extent that the roads will move at least 1,000,000 bus. per week. The trade and transportation committee of the New York Produce Exchange obtained this concession at a conference Nov. 14 with traffic managers. The grain export trade thru New York had come to a deadlock, exporters having their funds tied up in advances on grain from the west that was blocked at Buffalo.

The rules of the New York Central for the settlement of expense for grain doors provide that when grain doors are provided by shippers, an allowance of fifty cents per door but not more than \$2 per car will be paid to such shippers and must be deducted from the freight charges from the point of shipment to destination and shown on way-bills as advances, both on shipments destined to points on N. Y. C. & H. R. R., or West Shore R. R., and to points beyond, Agent at forwarding station must verify the number of doors furnished by shipper before car departs.

The A. J. Poor Grain Co. on Nov. 13 was denied a rehearing by the Interstate Commerce Commission in its complaint against the Burlington road for making a charge on a shipment to Denver over the longer and more expensive route. Commissioner Harlan ruled that a lawfully published schedule speaks with equal authority to the shipper and to the carrier and both are chargeable with notice of the rate and of the route over which the rate is made applicable. When responding to an inquiry by a shipper a mistake made by a carrier either as to rate or to the route will not excuse the carrier from collecting the lawful rate, or the shipper from paying it.

Delegates from all of the eastern states

met at Philadelphia Nov. 19, and after a 2-days' discussion of the projected inland waterway along the Atlantic coast from Massachusetts to North Carolina, decided to form a permanent organization. Gen. Felix Agnus, who headed the delegation appointed by Governor Warfield of Maryland, declared "More benefit is to be obtained from a million dollars spent on these interior waterways than would come from five or ten times that sum invested in the Mississippi or at Panama or in desert lands."

The Interstate Commerce Commission has decided against the Chicago & Northwestern Ry. in the complaint by Wiemer & Rich, hay shippers of Ledyard, Ia., against the minimum carload rule. The Commission held that defendant's rules and regulations, fixing minimum weights on baled hay, Ledyard to Pekin, are not unreasonable or unjust; that the rules and regulations at present enforced by defendant companies governing carload minimums applicable to shipments of hay from Ledyard, Iowa, to Minneapolis, Minn., are unreasonable and unjust; that the rules and regulations applicable to such shipments from Ledyard to Chicago are reasonable and just and should be applied to shipments destined to Minneapolis. It is not reasonable that carriers unable to supply shippers with sufficient cars of large or average capacity should make such minimum loading requirements as cannot be practically complied with as to the smaller cars in order that they may obtain as much earnings from shipments therein as from those in the larger and superior cars.

Permission to suspend rail and water rates has been given by the Interstate Commerce Commission in the following ruling: Joint tariffs containing rail-and-water rates applicable via routes upon which it is necessary to close navigation during a portion of the year, and which do not contain any other rates, may provide for suspension and restoration of the joint rail-and-water rates named therein by showing on their title pages the following notation: "The rates shown herein are for rail-and-water transportation and are available only during the season of navigation. They will be suspended at the close of navigation by circular notice, which will give specific reference, by title and I. C. C. number, to each tariff so suspended, which will be filed with the Interstate Commerce Commission and be posted to the public, as required by law, and which will give at least seven days' notice of such suspension. After the date of such suspension, and until the rates shown herein are restored to use by like circular notice, which will give specific reference by title and I. C. C. number to the tariff so restored, which will be duly filed with the Interstate Commerce Commission and be posted to the public, as required by law, and which will give not less than ten days' notice of such restoration, the all-rail rates will apply."

Telegraphers are in a vengeful mood and may strike again in March when the federal law limiting the working day of telegraphers to 9 hours goes into effect. Under the new law it is said the railroads will need fully 1/3 more telegraphers.

M. Gurko, Russian vice minister of the interior, who was implicated in the great grain scandal during the famine relief operations of 1906, has been found guilty of malfeasance, sentenced to dismissal from office and ordered to make restitution to the amount of over \$250,000.



Portable Corn Crib and Grain Bins

are a great convenience to grain buyers for storing temporarily. They take care of your surplus at a small cost. When through

with them you can take them down, roll them up and stow them away for some other time. You can sell them to farmers.

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THE ZELENY THERMOMETER SYSTEM enables you to keep an accurate record of the temperature within the grain at all parts of the bin. It is a simple, accurate, reliable instrument, requiring no batteries and no cost of maintenance.

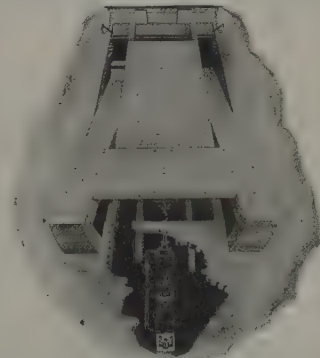
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Here is What Users Think of It:

Fowler, Ind., July 4, 1907.
Reliance Construction Co., Indianapolis, Ind.
Gentlemen: Inclosed find check for amount of invoice in payment for three Dump Controllers which we have tried and find they do the work fine. No trouble whatever to control any load we may have to dump. Yours truly,

WILBER HAWKINS. Per Finley.

Yorkville, Ill., July 19, 1907
Reliance Construction Co., Indianapolis, Ind.
Gentlemen: Enclosed please find Chicago exchange for Dump Controller you shipped us June 4th. Ship us another Dump Controller as soon as possible. Yours truly, JETER & BOSTON.

We know it will be satisfactory. Will ship on trial. RELIANCE CONSTRUCTION CO., 625 Board of Trade Bldg., Indianapolis, Ind.

Vest Pocket Grain Tables

reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size 2 1/2 x 8 1/2 in. Printed in 4 colors. Price 60 Cents.

GRAIN DEALERS JOURNAL.
CHICAGO, ILL.

Trade Rules of the Texas Grain Dealers Ass'n.

The following rules shall govern all grain transactions between members of the Texas Grain Dealers Ass'n and between members of this Ass'n and members of other Grain Dealers Ass'ns and others, when such others assent thereto, and shall be the basis for the arbitration of differences between said members, and others, unless otherwise and specifically agreed at the time of contract, or thereafter.

Rule 1. Contract: It shall be the duty of both buyer and seller to include in their original contract, whether conducted by wire or by mail, the following specifications (for exception to this rule see Rule 2): NUMBER OF BUSHELS, OR CARs; KIND AND GRADE OF GRAIN; PRICE; POINT OF SHIPMENT OR DELIVERY, OR RATE POINT; TIME OF SHIPMENT OR DELIVERY; ROUTE; TERMS.

Rule 2. Usual Terms: The specifications of Rule 1 shall apply except in cases where the buyer and the seller have been trading on agreed terms and conditions, in which event it shall be sufficient for the words "usual terms" to be used in telegrams, and the use of said words shall imply that such terms and conditions as governed previous trades of a like character, shall obtain.

Rule 3. Card Bids: The acceptance of a card bid shall carry with it a full acceptance of the written and printed conditions contained therein.

Rule 4. Confirmation: It shall be the duty of both buyer and seller, on day of contract, to mail, each to the other, a confirmation in writing (the buyer a confirmation of purchase, and the seller a confirmation of sale), setting forth the specifications as agreed upon in the original contract. Upon receipt of said confirmation, it shall be the duty of each party to carefully check all specifications named therein, and upon finding any differences, shall immediately notify the other party to the contract, by wire, except in the case of manifest error and difference of a minor character, in which event, notice by return mail will suffice.

When only one party to the transaction confirms by mail such confirmation shall bind both parties, unless objected to at time of receipt of same.

Rule 5. Time of Shipment or Delivery: In making contracts, a specific time in which shipment or delivery is to be made shall be mentioned. Any given number of days shall mean that the seller shall have such given number of days (excluding day of sale, Sundays, and legal holidays) in which to load grain to apply on a sale for shipment or to deliver at the agreed destination, grain sold for delivery.

Grain to apply on sale for shipment must be actually loaded, and billing instructions must be furnished the railroad company in accordance with the custom then in vogue at the shipping point.

In using the words, Immediate, Quick, and Prompt, the following meanings shall be implied: "Immediate," three days; "Quick," five days; "Prompt," ten days. Where no specification as to time of shipment is named in the contract, "prompt shipment" shall apply.

Rule 6. Billing Instructions: (a) In case grain is sold for immediate or quick shipment, the buyer shall furnish billing instructions by wire, unless said instructions were embodied in the original contract.

(b) The buyer shall be allowed three business days within which to furnish billing instructions on sales for prompt or deferred shipment, and must furnish the said billing instructions any time after three days, when requested by the seller. Should the buyer, after the expiration of the allotted three days, fail to furnish shipping instructions on demand, the seller shall have the right to elect either to ship the grain to the postoffice address of the buyer, sell for his account, extend the time of shipment, or to cancel the contract outright; twenty-four hours' notice having been given by the seller of his intention and election.

Rule 7. Incomplete Shipments: When the seller finds that he will not be able to complete a contract within the agreed limit, it shall be his duty so to advise the buyer by mail, telephone, or telegraph, whereupon it shall be the duty of the buyer at once to elect either to buy in or to cancel the deficit, or to extend the contract to cover the deficit.

Should the seller fail to notify the buyer of his, the seller's, inability to complete a contract for shipment, as in this rule above provided, the said contract shall remain

in force unless and until completed, extended, bought in or cancelled. Upon failure to receive notice of shipment, after the expiration of the shipping limit, as specified in the contract, the buyer may elect, either to buy in, extend the time of shipment, or to cancel the contract, and shall notify the seller by wire, that unless he, the buyer, be in receipt of notice, by wire, within 24 hours, advising that shipment will be completed within 48 hours, he, the buyer, will, at the expiration of said 24 hours, at once proceed, either to buy in, extend the time of shipment, or to cancel said contract, and to render a statement to the seller for all loss incurred.

In either event, the measure of damage shall be the actual loss sustained, or the difference between purchase price and market value at time and place contract terminated.

Shipping directions furnished by the buyer before the expiration of said 24 hours must be accepted by the seller.

Rule 8. Incomplete Delivery. When the seller fails to complete a contract for delivery, the actual loss sustained, it shall be the duty of the buyer immediately to extend, buy in, or cancel the deficit, said deficit to be determined by the quantity already weighed up, plus sellers' weights or estimates on shipments arrived, but not yet weighed. Wherever sellers' weights or estimates have not been furnished on shipments not yet weighed, it shall be the duty of the buyer to estimate the weight, for the purpose of fixing the deficit.

Rule 9. Demurrage: The seller shall be liable for any demurrage charges accruing on grain billed to "shipper's order," when such charges can be shown to have accrued by reason of the inability of the buyer to get possession of the bill of lading whenever said bill of lading is necessary to furnish disposition.

Rule 10. Sample Grain: It shall be the duty of the seller of grain by sample to furnish grain fully up to sample. Shipments rejected on account of quality, shall be compared with the sale sample, by either the Chief Grain Inspector, the Inspection Committee, or some other duly authorized committee of the market in which such rejection is made, or a committee agreed upon by the parties at interest, and the finding of such committee shall be final. Should the finding be in favor of the buyer, the buyer shall at once notify the seller, by wire, and it shall be the duty of the seller to make satisfactory adjustment with the buyer within 24 hours; at the expiration of which time, if not adjusted, the shipment shall be subject to the order of the seller and it shall be the duty of the buyer to buy in, cancel, or extend the defaulted contract, and notify the seller of his action. Should the buyer and the seller fail to arrive at a basis of adjustment that would enable the buyer to handle such grain not up to sample, and should said grain be finally rejected, it shall be the duty of the seller promptly to reimburse the buyer to the full amount of money advanced on such a shipment so rejected.

Rule 11. Loading Minimum: It shall be the duty of the seller to load grain in accordance with the rules and regulations of the initial railroad; and to assume any loss resulting from the non-observance of such rules and regulations.

Rule 12. Terms: The word "terms" shall mean that the weights and the grades of a shipment shall be determined in the market agreed upon at the time of sale, it being understood, in addition, that, whenever applied to a terminal market, the word "terms" shall be construed to mean that all the rules governing such market, shall obtain.

Rule 13. Telegrams: The sender of a telegram shall prepay the charges, unless otherwise agreed upon, or through the negligence or default of the other party the necessity of sending telegrams arises.

Rule 14. Acceptances: Telegraph and telephone acceptances of letter and card bids for grain must reach the office of the bidder within the time limit specified therein. Wire bids and quotations shall specify time limit for acceptance.

Rule 15. Surplus Grain: Surplus grain shall be taken to account by the buyer, at the current market price, on the day after the last car is unloaded.

Rule 16. Invoice: It shall be the duty of the seller to mail to the buyer, or such other consignee as may have been previously designated by the buyer, an invoice, giving the initial and number of the car, kind and grade of grain, actual or estimated weight (state which) price, contract, on which shipment is to apply, amount of draft drawn, and railroad routing.

Rule 17. Bills of Lading: Bills of lading attached either to invoices or to drafts shall be original and negotiable, and in conformity with the specifications of the contract on which the shipment is to apply, and shall be signed in ink or indelible pencil. Any loss resulting from irregular or incorrect bills of lading shall be paid by the seller.

Rule 18. Overdrafts: When, for any reason, an overdraft has been made on grain shipments, and has been discovered before the draft is paid, the buyer shall elect either to pay the overdraft for account of the seller, or to request the seller to reduce his draft to the proper amount. In the event that the buyer elects to pay the overdraft for account of the seller, and in cases where the drafts are so paid, and an overdraft is not manifest until an account current is rendered, the seller shall reimburse the buyer on demand for the full amount of said overdrafts.

Rule 19. Balances: Any cash balance accruing to the seller on a contract shall be promptly remitted when said contract is complete.

Rule 20. Margin on Drafts: Where sales are made on destination terms, it shall be the duty of the seller to leave ample margin on his drafts, whenever demanded by the purchaser, to provide for possible discrepancies in weights and grades.

Rule 21. Arbitration: Where differences between members of this Ass'n or between a member of this Ass'n and a member of other associations and other dealers, where such other association members and other dealers assent thereto, cannot be amicably adjusted, said differences shall, at the request of either party, be submitted to the Arbitration Committee of the Ass'n having jurisdiction where the contract is to be performed or completed.

Rule 22. Car Lots of Grain and Assorted Feed Stuff: These rules shall also govern transactions in feedstuff in straight carlots, and grain, feedstuff, and flour in assorted car lots.

Rule 23. Weights and Inspection on Grain Sold Destination Terms: On grain sold track-loading station, or delivered basis destination terms, it shall be the duty of track-buyers, receivers, millers and consumers of grain at points of destination where no regularly constituted rules and regulations are in effect, to furnish to the seller sworn or public certificates of weights and grades; giving the postoffice, date, name of elevator, mill or warehouse where weights were obtained, name of the weigh-master's employer, name of the weighmaster, location or description of leaks, if any, the railroad agent's written acknowledgment of said leaks or other bad order conditions, when and where the grain was unloaded, and the original paid freight bill on grain sold delivered, or a certified copy thereof.

Rule 24. Grain Shipped From Terminal Markets: When grain is sold to be shipped from terminal markets, it shall be understood and agreed that the public weights and grades of grain from which the grain is shipped shall govern unless otherwise agreed upon and specified in contract.

Rule 25. Terminal Market Sales: Sales made out of any terminal market for a specified number of days' shipment shall be filled with shipments from the point from which sold, unless otherwise agreed or understood at time of contract.

Rule 26. Off Grades: It shall be the duty of receivers, track-buyers and distributors of grain on regular market terms, either to apply to the market for contract at ruling market differences on day of arrival, or if such grain be unmerchantable, to notify the seller by wire of the condition of the grain, stating whether unloaded or still on track; whereupon it shall be the duty of the seller receiving such notice to wire disposition of one or more grades of grain sold for account of shipper shall not apply on contract.

Rule 27. Routing on Grain Sold Delivered: Grain sold delivered, shall be deliverable via any line at the discretion of the seller, unless otherwise agreed.

Rule 28. Routing on Grain Sold Track: Grain sold track, the original point of shipment shall be routed in accordance with the billing instructions furnished by the buyer.

Rule 29. Alteration of Contract: The specifications of a contract cannot be altered or amended without the expressed consent of both the buyer and the seller. Telegram and telephone confirmations confirmed by letter and not objected to by party receiving same within a reasonable time, shall be construed as an assent to

the terms and conditions therein contained.

Rule 30. Carload: A carload shall consist of bushels of not less than as follows: Wheat, 700; Shelled Corn, 700; Ear Corn, 450; Oats, 1,000. This rule shall not interfere with interstate shipments or with contracts for different specifications between buyer and seller.

Rule 31. Grain in Transit: Grain shipped prior to the date of sale, cannot be applied on contract without the buyer's consent.

Rule 32. Size of Cars When Bushels Sold: When bushels are sold and the size of cars to be loaded is not mentioned by the buyer, it shall be the privilege of the seller to load cars of a size suitable to his convenience; he, the seller, to answer to the railroads for the fulfillment of their minimum weight requirements.

Rule 33. Term "24 Hours": The term 24 hours, as used in these rules, shall be construed to mean 24 hours not including Sunday or legal holidays.

Rule 34. Weights and Grades to Govern: Where nothing is said in the contract as to what weights and grades are to govern, it is understood that destination weights and grades shall govern (except shipments from terminal markets, as provided in Rule 24).

Rule 35. Claim for Freight Overcharges: Where sales are made delivered, the seller shall reimburse the buyer for freight overcharges or damage while in transit; but on sales made c.a.f. or f.o.b., the buyer shall handle such claims.

Rule 36. Rejection on Account of Grade: If cars are unloaded without objection of buyer or consent of shipper before rejection, unless in case of plugged cars or damage discovered while unloading, the buyer shall have no recourse against the shipper.

Rule 37. Exchange: When sales are made delivered or f.o.b. the seller shall pay exchange. When sales are made f.o.b. the buyer pays exchange. In either event the exchange is not to be added in invoice or draft.

Confirmation Variations from Contract Must Be Quickly Corrected.

The Bennett Com. Co., Wichita,
vs.

Smith Bros., Lewis, Kans.

In the above entitled cause it has been shown that the plaintiff sent out a line of card bids, and that such card bids specified that bid was subject to destination mill weights and grades, and that shipment of lower grades would apply at a certain discount.

The defendant accepted one of these card bids for 1,700 bu. wheat on a counter offer, as their message of acceptance reached plaintiff too late to apply on such card bids. Confirmation was sent by plaintiff, the grain was shipped, inspected at destination and a grade of No. 4 was returned, "damaged and rye mixed."

The claim of defendant that wheat was not sold on basis of grade specified in card bid is not borne out by evidence submitted as card very plainly stated "No. 2 dark Turkey" and according to Rule 13 with reference to card bids it is plainly stated—

"The acceptance of a card bid shall carry with it a full acceptance of the written and printed conditions contained therein."

The contention of the defendant that they did not sell the plaintiff dark Turkey as none is raised in their community should have been settled when confirmation was received, for if the defendant could not furnish dark Turkey as confirmation of plaintiff plainly stated "No. 2 dark hard milling wheat," they should have at once advised plaintiff, according to Rule 14 with reference to confirmations, which reads as follows:

"It shall be the duty of both buyer and seller, on day of trade to mail, each to the other, a confirmation in writing (the buyer a confirmation of purchase, and the seller a confirmation of sale) setting forth the specifications, as agreed upon in the original articles of trade. Upon receipt of said confirmation, the parties thereto shall carefully check all specifications named therein, and upon finding any differences, shall immediately notify the other party in the contract, by wire, except in the case of manifest errors and differences of minor character, in which event, notice by return mail will suffice."

The two cars in question were unloaded

and in making returns the plaintiff deducted 10 cents per bu. account misgrade, this being the market difference at final destination, which is Los Angeles, Calif. To the grade and application the defendant objected and refused to pay overdraft, which resulted on the ground that they did not sell dark Turkey wheat, but requested a compromise on the basis of the difference between No. 2 hard and dark Turkey on any general market.

Rule No. 12 plainly states, with respect to terms, as follows:

"The word term shall mean that the weights and grades of a shipment shall be determined in the market agreed upon at the time of sale."

The evidence in the case does not show that any particular market other than a reliable mill was agreed upon, therefore, in accepting the billing instructions of plaintiff, the defendant agreed to the terms of the market to which the wheat was shipped, and which in this case was Los Angeles, Calif. In the application of market difference with respect to off grades, Rule No. 28 states as follows:

"It shall be the duty of receivers, track buyers and distributors of grain on regular market terms, either to apply off-grade grain on contract at ruling market difference on day of arrival, or if such grain is unmerchantable, notify the seller, by wire, of condition of grain, stating whether unloaded or still on track, whereupon, it shall be the duty of the seller receiving such notice to wire disposition at once. Off-grade grain sold for account of shipper shall not apply on contract."

With respect to the contention of defendant in question brought up with respect to their message to plaintiff on August 16th, in specifying "Thebes weights and grades subject to their confirmation Rule 13 applies, as 'specifications of a contract cannot be altered or amended without the express consent of buyer and seller.'" (This abolishes the custom of silence confirms.)

The application of Rule No. 22 plainly states, "Where sales are made on destination terms, it shall be the duty of the seller to leave ample margin on his draft to provide for possible discrepancy in weights and grades," therefore the contention of the plaintiff is strictly right and proper, as drafts should have been made with the proper margin as stated.

This Committee is able to find nothing in any portion of the Trade Rules that would indicate any necessity for the buyer to notify the seller of shipments misgrading, or of its application on contract when card bid plainly specifies that lower grades shall be applied to either at fixed discounts or market differences, but on the contrary, find that such is not necessary.

With respect to the contention of the defendant that he was not notified in proper season with respect to the unloading of this grain, your Committee believes that plaintiff acted wisely in having this grain unloaded in separate bins in order to prevent demurrage and that such action was reasonable and just and without intention to in any manner defraud the said defendant, that said plaintiff used every effort to dispose of the wheat to the best possible advantage, and also that said defendant was given every chance within reason to protect his interests through the actions of the plaintiff.

This Committee, in order to reach a just and equitable award, has made special inquiry in regard to the customs which govern in many of the larger markets, and from this inquiry, find that it is not customary or necessary for the buyer to notify the seller when grain fails to grade up to contract, when buyer's card bid provides that shipments misgrading shall be applied either at a fixed discount or the market differences. Neither is it necessary or customary for buyer to obtain seller's consent to the basis of application either at a fixed discount or the market difference, such basis having been agreed upon and consented to by both parties at the time card bid was made by the buyer and accepted by the seller.

The decision, therefore, of this Committee according to our National Trade Rules and the customs of the trade in use generally cannot do otherwise than to award judgment against the defendant and in favor of the plaintiff in the sum of \$165.07, and the costs of this arbitration.

Witness our hands this 5th day of September, 1907.

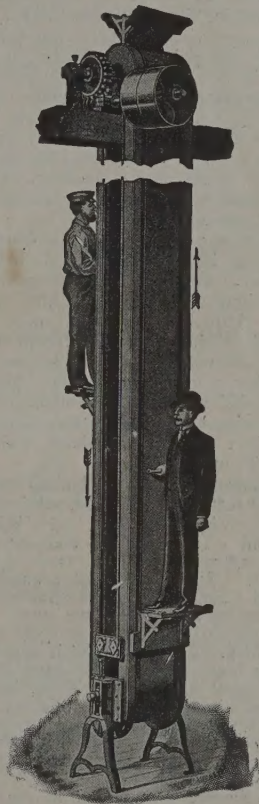
I. A. Pribble,

C. A. Smith,

T. J. Temple,

K. G. D. A. Arbitration Com'te.

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Let me send you catalog and quote prices.

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BOSTON, MASS.

Influence of the Personal Touch.

Nation rasps against nation. Sometimes the friction creates so much heat as to kindle war. The armed peace existing in Europe puts bullet proof metal between hand and hand, making the personal touch difficult. If a German would but take off his fighting clothes long enough to sit down and dine with an unharnessed Frenchman, he might find the man a good deal better fellow than some of the worst people of his own blood. How friendly can I be with a late enemy of my country when the two of us meet toggled out in spurs and swords and war medals and battle crests? About as friendly as two game cocks meeting in the ring.

England has a man who has perceived this. While his old mother was ruling he was observing. And he was practicing the personal touch. Now on the throne he has become the royal ambassador of Europe. If his cabinet clashes with that of a foreign state, "King Teddy," as they call him, makes a trip to the continent, clasps ungloved hands with the ruler of the state in question, and lo! the friction has ceased. No one can resist his personal touch.

Wisconsin once had a man in congress. They kept him congressman as long as they could; then they made him governor to the limit, and then sent him to the United States senate. This man has doubtless shaken more Wisconsin hands and kissed more Wisconsin babies than any other man on earth. The machine tried to kill him off, but it might as well try to wipe out the sunshine. The machine isn't in it for a minute with the personal touch.

One morning you get a letter from the office of the X. Y. Mfg. Co., kicking in a most irritating way about some item in your bill. This was not their first offense, and you were dead tired of their behavior. So you whirled around and dictated a letter to the stenographer that made her pencil smoke as she wrote. You wiped the earth with the secretary of the X. Y. Mfg. Co., and you did it up brown. I think I never read an off-hand Philipian to equal it. And the X. Y. has remembered it against you to this day. An hour of time, ten cents car fare and a warm personal touch would have put the X. Y. on your books for a thousand dollars' profit this year.

One Sunday your pastor, in the little church at Podunk Crossing, spent the whole sermon hour scolding the few members present for the absence of the absent ones. He never got much nearer to his people than the distance between the pulpit and the first row of pews. His personal touch was more like the cold foot of a clam than any other human experience I can recall. So of course he couldn't use that to any advantage. He didn't stay long at our church. He went packing down the highway of life scolding as far as you could hear him. His was a hopeless case. And so is yours if your personality isn't inspiring. But if you have any warm heart blood in your paw, don't shoot, don't send a bullet by mail, don't swear at him, but go over and fix it up by means of the personal touch. Possibly his hand is even warmer than yours. —The Sharpshooter in the *Commercial West*.

Try it on your competitor.

The Diary of a Grain Man.

BY J. J. FITZGERALD.

MONDAY. Feel good today. Just received returns from ten cars my commission merchant sold at the top of the market. I bot the grain right and it got through quickly in prime condition.

TUESDAY. Still feeling good. Have a big batch of grain in the elevator with good money on it. Farmers selling fast, and I am buying on a good margin. This is too easy. But I must order some cars.

WEDNESDAY. Grain coming in fast. Everything humming. Filling the house to the eaves. That's what I like to see. It's great to be a country dealer.

THURSDAY. Still coming in. House almost full. No cars today. That's peculiar. I ought to be shipping some of that grain. Will surely get cars tomorrow.

FRIDAY. An insurance man called today. Offered to give me \$10,000 insurance on grain for a month for \$10. It was reasonable. But what's the use of spending good money for insurance? I will have the grain all out in a few days.

SATURDAY. My, but this was a busy day. We worked the house to the limit. Got a few cars and loaded them, but grain came in so fast we filled the house up again. Ran until 11 p. m. I hate to figure up my profits.

SUNDAY. Feeling very bad. House burned last night. Ran too much yesterday, and must have neglected to oil something. I didn't have any insurance, so am broke.

Local Arbitration Comite Sustained.

SMITH GRAIN & ELE. CO., APPELLANT

ROBEY GRAIN CO., APPELLEE.
The Grain Dealers Association of Oklahoma and Indian Territory Nov. 26, 1906, rendered an award of \$239.01 and cost of arbitration in favor of Robey Grain Co.

The above award was appealed from by Smith Grain & Ele. Co., Oklahoma City, Okla., who did not object to the point that there was a balance due Robey Grain Co., Oklahoma City, Okla., but they claim discounts on cars: M. K. T. 14,448 rejected wheat, discount 13c per bu.; 30,374 rejected wheat, discount 12c per bu., were excessive, and not in accordance with discounts and allowances as ruled in other markets at that time.

The contract shows that Galveston, Texas, was known as destination of shipment, therefore Galveston market conditions must be made basis of settlement. Other market conditions could not apply, as product was not there to have its benefit.

Discounts vary, and apparently so at Galveston, yet Appellant fails to show how he has been injured by discounts charged. Quality of arrivals was not equal to grade contracted, yet they must apply on contract, as its shipment was intended on same.

Appellee is not responsible for any neglect of Appellant in not forwarding quality that would not grade properly.

Failure to show where an injury has been done as to discounts charged made it necessary for us to try and obtain information as to the adjustments ruling at that time in Galveston, Texas. Evidence has been sought, yet such has been hard to obtain, as quality of grain cannot be shown. Reports as to discounts vary, it being from 5 to 15 cents per bu. on this grade of wheat when applied on No. 2 Hard Wheat contracts. We therefore, must be guided by the decision of the Arbitration Committee, as they are acquainted with the quality and condition of the grain, and with the customs of that trade in their territory.

Our conclusion is that the decision of the Arbitration Committee of the Grain Dealers Ass'n of Oklahoma and Indian Territory be sustained, and that Appellant pay this additional cost of arbitration.

ADOLPH GERSTENBERG,
WARREN T. MCGRAY,
C. B. JENKINS,
Arbitration Committee Grain Dealers National Ass'n.
Toledo, O., Oct. 5, 1907.

Poor Gasoline Dangerous.

As a result of several recent serious gasoline explosions the mayor of Dallas, Tex., has instructed the city chemist to make an analysis of the gasoline being sold there to determine whether it is up to the standard. The mayor is of the opinion that an inferior grade of a highly inflammable and explosive nature is being sold. If the investigation develops this to be so, criminal prosecution will be ordered against those responsible for the oil being on the market.—Insurance Monitor.

Elevator Owners

Write for our folder on the cause and prevention of elevator fires. As many copies as you wish will be furnished free. Put one in the hands of the manager of each of your elevators. It will cost you nothing, and may be the means of keeping your plant in commission during the busy grain season. It is published by an enterprise composed exclusively of

Grain Dealers

and devoted to the elimination of everything which adds to the

Cost of Insurance on Grain Elevators, Grain Warehouses and Grain

Statement of losses paid and money saved, with full explanation of plan and methods, upon request.

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U. S. EPPERSON, Attorney and Manager.

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Kansas City, Missouri

One Result of the



This Company was organized five years ago when other insurance companies claimed that one elevator out of every thirty-five burned annually and raised their rates to correspond.

The Grain Dealers Company selected the elevators insured, made careful re-inspections and through self-inspections it has the cooperation of the employees with The Result that its losses are, per annum, only one elevator out of every seventy insured. In other words it has reduced the cost to one-half. This is to the advantage of its policy holders and is why you should join them.

Address,

C. A. McCOTTER, Secretary

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MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

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Michigan Millers' Mutual Fire Insurance Co.

OF LANSING, MICH.

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Assets	- - -	\$1,898,142.34
Losses Paid	- - -	1,766,407.89
Net Cash Assets	- - -	367,263.93

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Paid \$110,724.14 in losses last year.
Added \$24,230.30 to surplus last year.
Assessed only 45% of basis rates last year.

If you want the best of Insurance at the lowest cost, write to us.

Insurance in force,	-	\$10,158,139.43
Face value of notes,	-	1,451,877.89
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Grain Shippers

Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning.....	\$5,000,000
Risks in force, Tornado.....	1,000,000
Admitted Ledger Assets.....	\$16,478.30
Six Months' Assessment in course of collection, over.....	\$5,000.00

Total Amount Assets Available for the payment of losses.....\$41,478.30
Fire and Lightning Cost for Current Year Only 80 per cent of the rate.
Tornado Cost for Past Five Years Only 50 per cent of the rate.

F. D. BABCOCK, Secy.

ORGANIZED 1883

The Western Millers Mutual Fire Insurance Company

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CHAS. H. RIDGWAY, Secretary

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Flour Mills, Elevators, Warehouses and contents,

MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

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Insures Mills, Elevators and Warehouses at Actual Cost.

Net Cash Assets,	-	\$ 254,314.69
Losses Paid,	-	1,282,844.90
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J. G. SHARP, - Secretary.

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We issue five year policies (or short time policies on grain if desired).

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FOR MAINTAINING A NUISANCE
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ARREST

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MY COLLECTOR IS AT YOUR SERVICE.

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Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 30½ cents, in ½ cent rises.

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